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MOTORSPORT NEWS

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BUTCHER SLAUGHTERS THEM AT SILVERSTONE

Toyota man doubles up as Sutton zeroes in on BTCC crown P28

Landmark result for Merc's star as he denies Norris a maiden win

LEWIS HAILS A MAGICAL MOMENT AS HE HITS A CENTURY

Lewis has achieved his big target

Hamilton left it late to pounce for his 100th win

By Matt James

Lewis Hamilton has hailed his rivals after landing his 100th grand prix win in Russia on Sunday, snatching the victory from fellow Brit Lando Norris.

From pole position, McLaren man Norris seemed set to take his maiden victory until a late rain shower left him slithering off the circuit. Hamilton had been called in by his Mercedes team and swapped tyres.

He was able to hunt down Norris and take the race win in the dying moments.

Hamilton, who finished one place ahead of his title rival Max Verstappen, says the 100-win benchmark is something he finds hard to believe.

The seven-time champion said: "It's a magical moment. I could only ever have dreamed of still being here and having this opportunity to win these races and get to drive against such phenomenal talent this late in my career and to continue to building with Mercedes. I'm so proud of everything we've done, not only on track but also off."

Full report, p4

Special feature: Lewis's best wins p30

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REPORT

EDWARDS TOPS A DRAMATIC TRACKROD

Volkswagen man back in the title mix with victory p18

FEATURE

READERS' Q&A: ANDREW MARRIOTT

Journalist and broadcaster spills the beans p20

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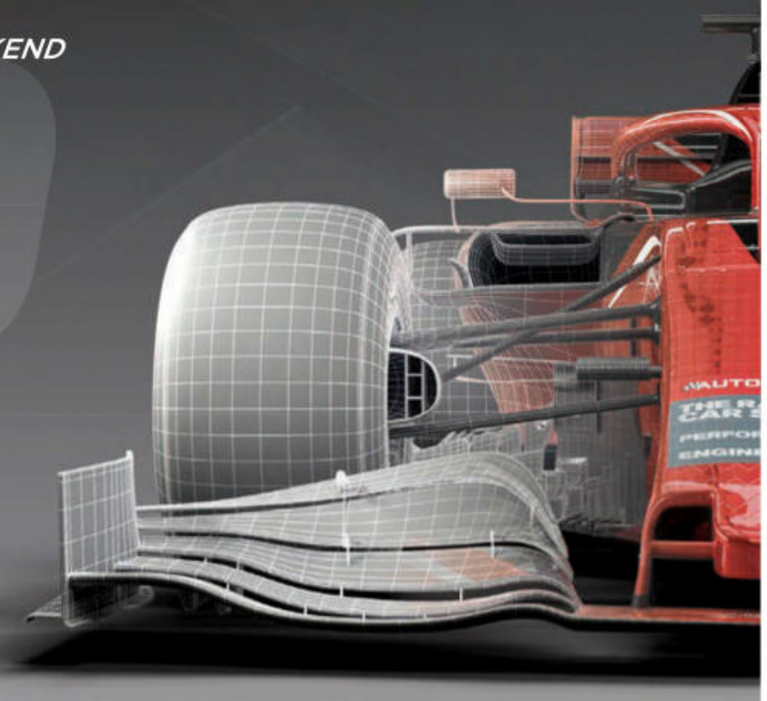

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COMMENT

Photos: Jakob Ebrey, Mike Hills, Motorsport Images, Paul Lawrence

Lewis Hamilton celebrates and consoles McLaren's Lando Norris after last-gasp win

REASONS TO BE CHEERFUL...

Unthinkable as it might have once seemed, Lewis Hamilton's 100th victory had been inevitable this season. Once he busted through Michael Schumacher's 91-win benchmark with glory in Turkey last season the ton was firmly in the cross hairs.

Max Verstappen has pushed Hamilton hard this season and the Dutchman – along with Daniel Ricciardo and Esteban Ocon – made Lewis wait for the landmark achievement. Indeed, given his unique career strike-rate, it is remarkable by his standards that the Merc man's last victory was all the way back at Silverstone in the middle of July.

Less inevitable is the record-breaking eighth title, which Hamilton is also gunning for. His two-point advantage over Verstappen's Red Bull is slender, to say the least. There is plenty of life let in the battle for this year's crown.

One has to feel sorry for Lando Norris after the Russian Grand Prix, but also excited about the future for British motorsport. Firstly, George Russell is set for promotion to the top table and his mastery of the tricky qualifying session in Sochi underlines just why Mercedes has such faith in its young protege. Norris's performance from his first pole position was sublime, and it was only a late strategy call that robbed him of what would have been a highly accomplished maiden win. It will make the victory, when it eventually comes, just that little bit sweeter.

His time will come, as will Russell's. With Hamilton set to remain in Formula 1 after signing a new contract, the flags at Silverstone next year will have plenty to wave for. These are exciting times to be a fan of UK motorsport and UK drivers.

In this bumper reports' issue, we reflect on the Trackrod Rally Yorkshire that not only featured the leading historic runners, but the BTRDA battles and those in the hunt for this year's British Rally Championship.

With the pressure on clubs and venues, joining the leading championships together for one strong event could well be a template that organisers should look to more often. Just look at the Neil Howard Stages this season – almost by accident, it hosted both the MN Circuit Rally Championship and the BRC. It was a rip-roaring success.

Joining forces clearly has to be preferable to lots of smaller rallies all vying for volunteers' time and organisers' efforts. It also means that they are more financially sustainable. It would not be possible to do this in all cases, but it certainly provides some food for thought.

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IN THIS ISSUE

Hamilton dodges the raindrops

One hundred and not out for Mercedes star driver in Russia

Elliott claims historic glory

Trackrod win helps Ford Escort man to BHRC's season honours

Trackrod Rally Yorkshire report

The UK's top drivers go for a battle in the Northern forests

Readers' Q&A: Journalist Andrew Marriott

Tales of derring-do and a lifetime of service to motorsport by former MN man

Report: Russian Grand Prix 4
News: Racing 5
News: Rallying 9
News: Historics 14
Report: Rallyday 15
Report: BTRDA Rally Series 16
Report: Trackrod Historics 17
Report: Trackrod Rally 18
Q&A: Andrew Marriott 20
Report: BTCC Silverstone 28
Feature: Lewis's greatest hits 30
Reports: National racing 32
What's on/readers' photos 35

Toyota to the fore at Silverstone's BTCC clash

FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P35

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FORMULA 1 REPORT: RUSSIA

Photos: Motorsport Images

Lewis hit another landmark victory

Norris was hunted down over the closing stages by Lewis Hamilton

HAMILTON'S LANDMARK AS NORRIS HAS HEARTBREAK

Rain spiced up the end of a dramatic race. By James Roberts

Lando Norris: tactical error

Verstappen charged from the back to rescue a second place

The record books will show Lewis Hamilton was the winner of the 2021 Russian Grand Prix – the race in which he achieved his 100th Formula 1 victory and scored over 4000 points in F1.

But the result fails to capture the intensity and excitement of the closing laps of the race at the Black Sea resort in Sochi. The win could have easily gone to Hamilton's compatriot Lando Norris, who commanded the race from the front following his first-ever pole position on Saturday.

But a sudden downpour in the final stages of the race scuppered Norris after he elected to stay on slicks, while his rivals dived to the pits for wet tyres. That decision cost McLaren its second consecutive win and allowed Hamilton to take his first victory since July's British Grand Prix. After coming so close to his first victory, Norris said afterwards he was "heartbroken."

After a cautious start to avoid damage, Hamilton had spent 46 laps hunting down Norris and took the lead three laps from the flag. It was cruel luck for the McLaren driver, who had impressed all weekend. Norris led away from pole, but was passed by Carlos Sainz on the run down to Turn 2. It took 13 laps for the British driver to find a way back past the Ferrari and retake the lead.

As the pitstop cycle played out, with drivers on differing strategies regularly changing the order of the race, the most important gap to focus on was between Norris and Hamilton.

Norris pitted on lap 29, just two laps after Hamilton. When they both emerged on the track the gap was roughly eight seconds with three cars between them. It was a gap that could be closed with 23 laps to go. Indeed, Mercedes boss Toto Wolff made a rare interjection on the team radio to motivate his star man. "Lewis, you can win this race," was his bold assertion.

Over the next 10 laps, Hamilton began his charge, putting in a number of fastest laps in his bid to close on the McLaren, while over the radio there were mixed messages from race engineers about the potential for rain. Just as Hamilton was in DRS range, there were ominous signs from the Russian fans in the grandstands.

"Lando, umbrellas are going up," said Lando's engineer Will Joseph on lap 46 of 53. With the Sochi Autodrom positioned on the coast, Turns 5 and 7 are closest to the Black Sea – the direction the storm was coming in from.

As the leaders hit the slippery track, Norris ran wide, but just managed to hold on. He then reacted angrily to more info from his team over the radio: "The track is very slippery at Turn 10 and lots of cars are going off" to which he replied: "Yeah, shut up!"

As the laps counted down, Norris remained out, but behind him Mercedes ordered Hamilton to pit for intermediates.

"It was blind faith at the end," said Hamilton. "I put it all in my team and they called me in. They understood where the rain was coming from and knew it was getting worse."

Norris bravely stayed out, as much of the track was still dry. But ultimately, the rain closest to the shore became too heavy and it was impossible to keep the car on the road. Norris pitted on the penultimate lap and dropped to seventh at the flag.

"I'm devastated in a way," said Norris afterwards. "We made a call to stay out and we stand by that. It was the wrong one. The team thought I should [pit] and I decided to stay out. It was my decision, I thought it was the way to go.

"When there are 20 laps to go you're maybe not as aggressive with decisions," he added. "I'm happy with everything apart from that one decision which we'll try not to make again."

The main beneficiary of the rain was Max Verstappen. Following his grid penalty from Monza, Red Bull decided to change his power unit and incur a back-of-the-grid start. In the latter stages, Verstappen was losing time and running seventh, but was one of the first of the cars to switch to intermediates. In a weekend of damage limitation it was an extraordinary recovery to finish second. He had a five-point lead in the title chase going into Sochi which is now a two-point lead for Hamilton. It's about as close as it can get…

F1 RESULTS

RUSSIAN GRAND PRIX
Laps: 53 **Track:** Sochi Autodrom

	DRIVER	TEAM/CAR	TIME
1	Lewis Hamilton	Mercedes	1h30m41.001s
2	Max Verstappen	Red Bull-Honda	+53.271s
3	Carlos Sainz	Ferrari	+1m02.475s
4	Daniel Ricciardo	McLaren-Mercedes	+1m05.607s
5	Valtteri Bottas	Mercedes	+1m07.533s
6	Fernando Alonso	Alpine-Renault	+1m21.321s
7	Lando Norris	McLaren-Mercedes	+1m27.224s
8	Kimi Raikkonen	Alfa Romeo-Ferrari	+1m28.955s
9	Sergio Perez	Red Bull-Honda	+1m30.076s
10	George Russell	Williams-Mercedes	+1m40.551s

11 Lance Stroll (Aston Martin-Mercedes) +116.198s; 12 Sebastian Vettel (Aston Martin-Mercedes) -1lap; 13 Pierre Gasly (AlphaTauri-Honda) -1lap; 14 Esteban Ocon (Alpine-Renault) -1lap; 15 Charles Leclerc (Ferrari) -1lap; 16 Antonio Giovinazzi (Alfa Romeo-Ferrari) -1lap; 17 Yuki Tsunoda (AlphaTauri-Honda) -1lap; 18 Nikita Mazepin (Haas-Ferrari) -2laps; 19 Nicholas Latifi (Williams-Mercedes) 47 laps/accident damage; 20 Mick Schumacher (Haas-Ferrari) 32 laps/hydraulics.
Drivers' Championship: 1 Hamilton 246.5 points; 2 Verstappen 244.5; 3 Bottas 151; 4 Norris 139; 5 Perez 120; 6 Sainz 112.5 **Constructors' Championship:** 1 Mercedes 397.5 points; 2 Red Bull 364.5; 3 McLaren 234; 4 Ferrari 216.5; 5 Alpine 103; 6 AlphaTauri 84.

George Russell scored points after starting in a superb third spot

All hopes are now hinging on the remaining Alfa Romeo seat

There remains just one seat left to fill on next year's Formula 1 grid, as two more racers had their drives confirmed for 2022.

Following Aston Martin's confirmation that Sebastian Vettel and Lance Stroll will remain at the team, it was revealed at last weekend's Russian Grand Prix that Mick Schumacher and Nikita Mazepin will continue at Haas next season.

The identity of Valtteri Bottas's team-mate at Alfa Romeo is the only remaining unknown on the grid with a number of young drivers vying to replace Italian Antonio Giovinazzi.

Top of the options for the team is Alpine academy driver Guanyu Zhou, who if he gets the nod, will be the first Chinese driver to start a grand prix.

One other significant announcement made in Sochi was the appointment of former McLaren boss Martin Whitmarsh to Aston Martin. He becomes the CEO of the Group of Aston Martin Performance Technologies.

Miami follows Silverstone by revealing its date on the 2022 line-up

The city of Miami has become the second venue to announce its date on next year's Formula 1 calendar. The Florida city is set to host a brand-new street circuit over the weekend of 6-8 May.

The new four-mile Miami International Autodrome will be based around the city's Hard Rock Stadium.

"The circuit construction is progressing in line with expectations, and now that we have our date confirmed with Formula 1, we can rapidly follow up with revealing more of the detail of the experience that will be enjoyed trackside," said Miami Grand Prix CEO Richard Cregan.

Miami is the second of two new tracks F1 will visit in the next few months, with the street circuit in the Saudi Arabian city of Jeddah preparing to host the penultimate race of this season in December. Silverstone has confirmed next year's British GP will be held over the weekend of July, 1-3 2022.

RACING NEWS

HAUGER SEALS FIA F3 TITLE AT SOCHI

Red Bull prodigy ensures the FIA F3 crown early while Trident takes teams' title

Photos: Motorsport Images

Hauger is latest from Red Bull

By Graham Keilloh

Dennis Hauger clinched the 2021 FIA Formula 3 title with a charging second place in the opening race of Sochi's season-finale weekend.

The Norwegian Red Bull junior made his crown certain with two races still scheduled and with it ensured that Prema drivers have won 10 of the last 11 titles including FIA F3's European predecessors.

In the crucial first race, moved to Friday evening amid weather concerns, Hauger started fourth on the reversed grid with his title rival Trident's Jack Doohan 12th. And Hauger quickly was champion as results stood as Doohan dropped to 15th on lap one. The Australian finished in that place after a frustrating run.

Hauger nevertheless put in an attacking drive and climbed to second then challenged winner Logan Sargeant of Charouz late on.

Hauger's attacking race one drive was more than enough

Hauger said: "In the beginning I was trying to stay behind, I heard Doohan was quite far back, so I just tried to minimise [the risks] but I felt I had the pace to go forward."

The second sprint race was cancelled due to Saturday's heavy rain, then Doohan led all of the feature race to win and help seal the teams' title for his Trident squad. It was amid controversy though as Doohan defied team orders to let his attacking team-mate Clement Novalak by. Novalak eventually dropped to third behind ART's Frederik Vesti.

Hauger finished 24th after being spun by Oliver Rasmussen mid-race.

PALOU TAKES INDYCAR CROWN AT LONG BEACH

Alex Palou comfortably wrapped up 2021's IndyCar title in the Long Beach season finale after his chief championship rival Pato O'Ward was scuppered by early contact.

Ganassi's Palou, 24, takes the crown in only his second season in the category. He entered the season-closing race with 35 points over Arrow McLaren SP's O'Ward, and Palou's position soon was further bolstered when at the hairpin at the end of lap one Ed Jones, seeking to jump James Hinchcliffe, tapped O'Ward into a spin.

O'Ward continued at the back but then stopped on lap 18 of 85 when his right-rear driveshaft, where had Jones hit, broke. O'Ward later re-joined the action 34 laps down seeking to salvage points to boost his final title placing.

Palou meanwhile stayed out of trouble and finished fourth, while the race was won by Andretti Autosport's Colton Herta who charged through the pack having started 14th after dominating practice then in qualifying both getting his tactics wrong then suffering broken suspension. Penske poleman Josef Newgarden, who had a remote title chance, chased Herta home in second place.

Palou said: "What a race; what a year. Can't thank enough everybody that made this possible. I felt like I was living my dream. Dream completed, let's get another one [title] now."

Palou took the IndyCar title in only his second year in series

ILOTT GETS FULL-TIME 2022 INDYCAR JHR DRIVE

British rising star Callum Ilott has secured a full-time drive in IndyCar for 2022 with Juncos Hollinger Racing after competing with the team in the final three rounds of 2021.

The 22-year-old Alfa Romeo Formula 1 reserve driver and Ferrari F1 tester, who finished runner-up in FIA Formula 2 in 2020, impressed sufficiently in the Chevrolet-powered JHR entry at IndyCar's recent Portland and Laguna Seca rounds to have a full 2022 campaign confirmed ahead of last weekend's Long Beach finale.

Ilott said: "We have had a steep learning curve here the last few races to try to put everything together.

"Knowing what [owners] Ricardo Juncos and Brad Hollinger have in place and especially over the winter of what we can do in testing, I definitely feel we can put ourselves in a great position to start off the 2022 season strong."

Brit Ilott's 2022 is sorted

Piastri: another feature race win

PIASTRI STRENGTHENS F2 TITLE SHOT WITH SOCHI WIN

Oscar Piastri strengthened his FIA Formula 2 championship position by winning Sochi's feature race from pole while his closest rival Guanyu Zhou only finished sixth.

It was Prema man Piastri's second feature race win in a row, while UNI-Virtuosi's Zhou had a tough race after dropping from fourth to eighth on lap one. Championship leader Piastri's advantage over the chasing Zhou is now 36 points with two meetings left.

Piastri in the feature race had to resist ART's Theo Pourchaire, and Pourchaire led Piastri briefly during the stops but the Australian then out accelerated his cold-tyred rival on Pourchaire's out-lap.

Carlin's Briton Dan Ticktum led all of the opening reversed-grid sprint race from pole to win in tricky damp conditions. The race was delayed by Saturday's deluge and the second sprint race was cancelled due to the lost track time.

The opener was a stalemate for the championship as Zhou didn't start after spinning on the recce lap while Piastri finished outside the points.

There now is a two-month wait until the next meeting, on the new Jeddah street circuit in Saudi Arabia.

TICKTUM LOOKING AT INDY, DTM OR FE

British FIA Formula 2 racer Dan Ticktum is looking at IndyCar, DTM or Formula E drives for next season if he moves on from his current category.

The 22-year-old driving for Carlin currently sits fourth in the FIA F2 standings. He took an impressive win at Sochi in damp conditions last weekend, his third ever race win in the championship.

However following a controversial junior career and after being dropped by Red Bull's and then Williams' academy programmes, Ticktum admitted recently that he's "blown his chances" in Formula 1.

After his Sochi victory Ticktum said: "I have a couple of options [for 2022]. Anyone with half a brain will know it's IndyCar, DTM, another year of F2 or maybe Formula E."

Stephanie Tindall, who helps run Carlin's IndyCar team, gave two-time Macau winner Ticktum a vote of confidence for the US championship. "He'd certainly make a great IndyCar driver," she said. "His natural talent is right up there, and I think he'd really relish the challenges that IndyCar presents."

Ticktum is looking to the future after impressive F2 race win

Advertising enquiries: 01732 446757

RACING NEWS

IN BRIEF

Cammish conquers
Dan Cammish claimed the record for the highest number of Porsche Carrera Cup GB fastest laps set in races in the history of the championship at its recent Croft meeting. Twice champion Cammish set a new unmatched total of 31 with fastest tour in the opening North Yorkshire race.

Mansell at Monza
GB3 race-winner Christian Mansell made his second appearance in Euroformula Open last weekend at Monza, driving for Motopark having driven previously in the category for Carlin. Australian Mansell, who sits third in GB3's standings, took a fifth, fourth and sixth place on his Euroformula debut at Spa in June.

McLeod rises
Australian Formula Ford and tin-top racer Cameron McLeod has joined Arden's British Formula 4 line-up for the rest of this season, starting at Silverstone last weekend. McLeod said: "I've been working hard with the team to get myself prepared; I can go in with no expectations and treat it as a learning exercise."

Cup run
GT Cup has unveiled its provisional seven-round calendar for 2022, which includes a bumper Brands Hatch meeting on April 30-May 1 supporting GT World Challenge Europe. GT Cup's itinerary starts as is traditional at Donington Park in early April. It also contains two Snetterton meetings, the second of which concludes the season on October 8-9.

Festival flood
The British Racing and Sports Car Club has confirmed that this year's landmark 50th Formula Ford Festival now has 75 cars entered, which is nearing the event's capacity. The club added: "It's no exaggeration that this year's entry list is currently stacked full of top drivers. Trying to pick a favourite will be genuinely impossible!"

Virtual reality
Scottish Formula Ford 1600 champion Jordan Gronkowski will retire from real-life racing at the end of this season to concentrate on sim competition, which he discovered during the Covid lockdown. "[In] sim racing the possibilities and opportunities are almost endless. It's one of the most difficult decisions I've ever had to make," he said.

Photos: Jakob Ebrey

Croft's markers caused concern

Pearson's Mini windscreen was hit by an errant 'floppy'

BARC BOSS HITS BACK AT CROFT MARKER CRITICISM

Taylor says there are no easy alternatives to track markers if drivers don't respect limits

By Graham Keilloh

British Automobile Racing Club Group CEO Ben Taylor has hit back after drivers criticised the safety of corner markers used in Croft's recent British Touring Car Championship meeting.

Tim Harvey plus several competing drivers criticised the tyre stacks and 'floppy' plastic markers used at BARC's Croft track. Ronan Pearson's Mini windscreen was damaged by a dislodged floppy.

Taylor told Motorsport News: "We will look at things and we always consider how we can improve what we do. We will look at how we can improve things at all our venues as we always do every winter.

"It's a real shame that a small minority have started to get really vocal about this and taken the gloss off a fantastic weekend. It's a cheap shot for people who should know better demonstrating a lack of understanding of what it takes to put on a race meeting of that calibre.

"If the drivers stuck to the circuit and inside the white lines you wouldn't need any of it. The people that think we're just going to put pressure pads in there, if they want to pay for them then that would be fantastic." Taylor added that relying on trackside marshals to police track limits was also not practical.

"Floppies are well established for use around circuits all over the country. If you don't hit them they don't come out," Taylor added.

"If we didn't put [markers] there they'd just straight-line them, the suspension on the modern racing car is incredibly clever. They just ride over kerbs and everything."

HEDLEY EXPLAINS SWITCH IN "LIFE OR DEATH" F4 CONTEST

British Formula 4 frontrunner James Hedley has explained the reasons for his surprise mid-season switch from Fortec Motorsport to Carlin.

Hedley said: "I wasn't really gelling with the Fortec car as much as I wanted to. I've still yet to get a pole it in the dry which does amaze me to be honest. It's trying to find a bit of speed somehow."

He added: "I'm not poor but I am [poor by comparison] in the motorsport world, and to win the championship is life or death in my career really. It'll change what I do in the future. If I won then I'd like to go to Europe. It's win or nothing."

When asked by Motorsport News how his first two Carlin meetings at Thruxton and Croft went, Hedley said: "Not as good as we were hoping to be honest. It is tough, a change mid-season's never going to be easy. It's a process and we're getting there.

"Just getting used to the car [set-up], it's just a bit different to what I'm used to. That's probably the main reason.

"That's what they've [Carlin] been running since they've been dominant throughout the seasons. [The difference] was a bit of a surprise but it'll make me better as a driver."

Hedley has found the set-up differences a surprise

CDR and Hitech are both branching out into British F4

TOP TEAMS JOIN REVAMPED BRITISH F4

GB3 frontrunner Chris Dittmann Racing has joined prolific junior single-seater squad Hitech GP in adding revamped British Formula 4 to the championships it will compete in from next season.

CDR, with which recent FIA Formula 3 debutant Ayrton Simmons sits second in the current GB3 standings, has placed orders for the new Tatuus-Abarth British F4 chassis-engine combination that it will receive in time for a comprehensive winter testing programme.

Team principal Chris Dittmann said: "This is the perfect time for us to be joining British F4, our experience and proven track record means we will get to grips with the new technical package very quickly.

"[F4] gives us the chance to build a ladder of progression within our own team. Having won races in every category we've competed in, we expect to do just the same in F4."

Hitech races in FIA Formula 2 and FIA Formula 3, and joined GB3 in 2020. Its boss Oliver Oakes said: "This is a natural step for us to be able to offer drivers to remain with Hitech from karting all the way through the ranks with us. It made sense with the F4 Gen 2 rules coming next season to finally build the programme ourselves internally."

Hitech also will join forces with Cram Motorsport in UAE F4 to give opportunities to race overseas to Hitech drivers. Oakes has known the Cram-founding Rosei family for over 15 years.

PRAGA ONE-MAKE UK SERIES IS GO FOR SPRING 2022

Inaugural R1 championship will kick off in March and run on Britcar package

Photos: Praga Cars, Jakob Ebrey, Team Brazil Scholarship

First Praga championship is confirmed for 2022

Praga contest will visit Oulton and other UK tracks

By Graham Keilloh

Praga Cars' first one-make race championship, the Praga Cup, will take place in the UK in 2022 on the Britcar Endurance package.

Praga, whose R1 has its own Britcar Endurance class this year, has committed to having at least 16 cars for the inaugural round at Silverstone in March.

That will be followed by an April Oulton Park round. A mainland Europe non-championship weekend is also under discussion.

Planned prizes include a 2022 factory R1 for 2021's winning team plus potentially two slots in 2022's 25 Hours of Thunderhill. Further details will follow before next month's 2021 Britcar Donington season closer.

Four current Praga factory cars will be offered for sale, and will be replaced by new factory R1s set again to be raced by high-profile and up-and-coming 'guest drivers', with opportunities next year for non-factory competitors to also run in the guest machine.

Praga Cars managing director Mark Harrison told Motorsport News: "It's a hell of a thing to launch a one-make race series, but we feel the momentum's there: three cars last year, nine this year, maybe 10 at Donington Park, and good feedback from the current teams that own the cars looking to increase their fleet of R1s.

"There's a bit of a sleeping giant in North America; most of the R1s that have been built are over there. If we make [the UK series] a success next year, it would then be a decision this time next year do we try and do similar in North America with a one-make [series] for 2023 or 2024."

BRITISH GT CHAMP CENTURY CONFIRMS GT3 EXPANSION

British GT's newly crowned GT4 champion Century Motorsport has confirmed it will return to the championship's frontrunning GT3 class next year racing the BMW M4.

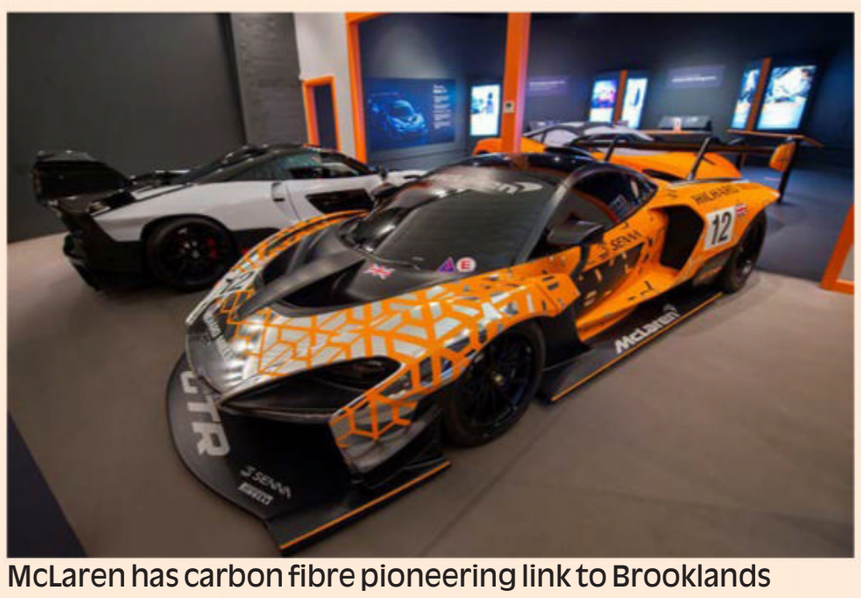
Century, which wrapped up 2021's drivers' and teams' title double at Oulton Park earlier this month, has secured at least one M4 GT3 plus potentially a second subject to availability and driver interest. It will be the only British team to receive the in-demand car in 2022. Century raced in British GT3 in 2019 with the BMW M6.

Team principal Nathan Freke confirmed Century also intends to still enter its GT4 title-winning M4s next season.

Freke added: "We're already talking to a few drivers about the first [GT3] car, which we'll get our hands on in the new year, but are keen to hear from anyone interested in joining a programme. As a team we have the capacity to do both classes [GT3 and GT4]."

British GT championship manager Lauren Granville added. "We are definitely aiming for 30+ full-season cars next year. Early, informal conversations with prospective and returning teams have been very encouraging."

Only Century in Britain will get the in-demand GT3 BMW M4 in 2022



McLaren has carbon fibre pioneering link to Brooklands

NEW McLAREN EXHIBITION AT BROOKLANDS UNVEILED

Brooklands Museum and McLaren Automotive last week celebrated the official opening of their new 'McLaren: Driven by Design' exhibition.

The Brooklands exhibition opened in July and 40,000 people have visited the museum since. The attraction contains a McLaren Senna GTR prototype car, an MDF McLaren Senna GTR concept car created for 2019's Geneva Motor Show, plus a full-scale McLaren 720S made from 280,000 Lego bricks.

Brooklands' attractions have to be linked to the site's history, and in McLaren's case this included legendary McLaren designer John Barnard visiting Brooklands' British Aerospace factory in the late1970s to learn about its pioneering carbon fibre use, before introducing Formula 1's first carbon fibre monocoque in 1981.

The exhibition also focusses on inspiring young people to pursue careers in science, technology, engineering, maths and design. It is the first new exhibition focused on cars to open at Brooklands Museum in over a decade.

Brooklands Museum director Tamalie Newbery said: "In the short time that it has been open, 'McLaren: Driven by Design' has become one of our most popular exhibitions. Our goal at Brooklands Museum is to get people excited about the solutions that engineering can offer for the future and this exhibition is a wonderful example."

TEAM BRAZIL SCHOLARSHIP PUSHED BACK TO 2022

Team Brazil Scholarship has postponed its project to award a promising Brazilian driver a Formula Ford Festival race seat by a year, to 2022, due to Covid-related concerns.

The scholarship's panel, using race results and interviews, will pick one driver from six finalists to race in the famous Formula Ford Brands Hatch event, and had intended to do so for next month's edition. However this has now been pushed back a year due to concerns around the latest Covid variants and the risk of travelling.

The scholarship said on Facebook: "[The delay] means we have extra time to prepare, so we will work hard to improve the opportunity for our winner or possibly the winners to try to provide the best possible opportunities."

The two confirmed finalists so far – Gustavo Ariel and Leo Rufino – will retain their places among 2022's shortlist and the remaining finalists will be announced "in the coming weeks".

Brazil Festival prize postponed

TEAM ABBA LOSES OULTON RESULTS AFTER GEARBOX CONUNDRUM

British GT squad Team Abba has said its disqualification from Oulton Park's results was due to hitting a conundrum when racing its Mercedes-AMG GT3 in GT Cup the following weekend.

The Richard and Sam Neary father-and-son effort, which leads GT Cup's standings, lost its British GT Oulton second and seventh places as, before a post-Oulton gearbox assessment could take place, it broke British GT's gearbox seals when the car hit problems at Donington Park's GT Cup round.

The team said in a statement: "Having been made aware, by the BRSCC, of an issue with data at Oulton Park an inspection of the car's gearbox was due to take place on Wednesday September 22; BRSCC was unable to make the week between races for the inspection.

"[In GT Cup's race 3] the car ended up stranded on circuit with no drive. 'Caught between the devil and the deep blue sea' the team had either to retire from the weekend or open the gearbox and try and fix it. The decision to break the seals was not taken lightly."

Team Abba's disqualification has also altered the GT3 drivers' title picture heading into next month's Donington finale. Leading pair Leo Machitski/Dennis Lind's advantage over Ian Loggie/Yelmer Buurman has increased from 13.5 points to 18.5.

Nearys have lost Oulton results

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RALLY NEWS

GRONHOLM TIPS TOYOTA'S ROVANPERA FOR MORE SUCCESS ON RALLY FINLAND

Multiple winner says Finland's latest WRC sensation has to resist the pressure on home rally

ESSENTIALS
Rally Finland
October 1-3
WRC round 10/12
Base: Jyvaskyla, Finland
Surface: Gravel
Stages: 19
Distance: 178.40 miles

Photos: mckein-imagedatabase.com

Gronholm backs Rovanpera (l)

By Graham Lister

Seven-time Rally Finland winner Marcus Gronholm has told Motorsport News that Kalle Rovanpera is "tough" enough to win his home round of the World championship – but has called on the Finnish fans to keep the pressure off his young shoulders.

Rovanpera, who turns 21 when Rally Finland returns to the WRC tomorrow (Friday), is among the favourites to win the Jyvaskyla-based event following his victory on July's Rally Estonia, which uses similar fast-paced gravel stages.

The factory Toyota Yaris WRC driver also raised expectations of a first home win since Esapekka Lappi triumphed in 2017 with a crushing victory on the Acropolis Rally in Greece earlier this month.

"Of course, it's his first time in a World Rally Car [on Rally Finland] and the speed is incredible in these cars," Gronholm told MN.

"But he's very good and nowadays [the drivers] have so many videos and possibilities to see the stages and learn them and learn quicker. At our time there were no videos, iPads, nothing.

"If he can handle the pressure from the people, because everybody is expecting in Finland that now Kalle is winning he will win. But you have to remember it's his first time out there with this kind of car. If people give him peace and don't stress him, then he can do it."

Asked how Rally Finland's move to autumn and the prospect of colder temperatures and the greater potential for rain will affect Rovanpera, Gronholm was adamant nothing will faze his younger compatriot.

"He will adapt, it's not a problem," Gronholm said. "I am quite confident that he's in the top. He showed in the previous rally [in Greece] that he can handle the pressure. He was leading comfortably, then he smashed everybody on the Powerstage. He didn't need to do it but he wanted to win. In my opinion that's a sign this guy is tough and I'm pretty sure he will be World champion."

Gronholm, a two-time World champion, retired from full-time driving at the end of 2007 after matching Hannu Mikkola's record for Rally Finland wins during that season.

Special atmosphere ahead for new home hero

Kalle Rovanpera makes his third Rally Finland start – and his first in a World Rally Car – determined to enjoy the experience rather than buckling under the huge weight of expectation.

Rovanpera lives in Jyvaskyla where Rally Finland is based for a 70th time this week and starts the event on the back of winning the Acropolis Rally.

"The pressure is not there yet," he said. "The home rally is always different. Jyvaskyla is something special, somewhere you can really feel the atmosphere. It will be a tight battle and hopefully we can enjoy the weekend.

"Rally Finland in a World Rally Car is going to be one of the coolest things in my career. Now that it's later in the year, the conditions could be really difficult if it's wet and muddy. That could change things a bit but it helps to have three really good rallies under our belt."

Finn has event experience

Breen says that evolution of the stages will become a factor

RALLY FINLAND DATE SWAP CAUSES CONCERN FOR BREEN

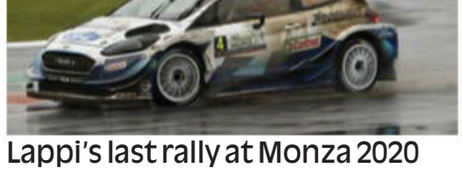
Craig Breen reckons Rally Finland will be like "heading into the unknown" following its switch from summer to autumn for 2021 due to the Covid-19 pandemic.

Ambient temperatures are unlikely to exceed 10 degrees centigrade during the event, while Esapekka Lappi reported it was minus three when Motorsport News spoke to him last week.

"We're heading into the unknown," works Hyundai driver Breen said. "Everywhere will look different and the roads will be that bit softer in the second pass. It will be tricky and for sure the weather will be a factor in deciding the set-up because the roads will be a bit softer compared to what we have seen in the past." Breen, who is co-driven by fellow Irishman Paul Nagle, took his first WRC podium in Finland in 2016 and has finished second in Estonia in both of the last two seasons.

"It's a rally we can be strong on given our form over the last couple of events," Breen said. "I feel in good shape, I am ready and it's one of the better opportunities we have for a good result. All the ingredients are there [but] there are some subtle differences [between Estonia and Finland].

"About 80% of the jumps in Estonia are manufactured, in Finland it's 100% natural jumps. But they evolve each year and get smaller due to the snow in winter. It's two years since we did a rally in Finland so we're going to notice a lot of changes."



Lappi's last rally at Monza 2020

LAPPI EAGER TO GRAB LATEST TOYOTA CHANCE

Esapekka Lappi insists he has nothing to prove when he returns to the WRC's top flight in Finland this week.

Lappi, who is set for a car-sharing arrangement with Sebastien Ogier at Toyota next season, last drove a World Rally Car in Monza in December 2020 and hasn't competed in the WRC since Portugal's round in late May.

"It's impossible that after a 10-month break from the WRC I just come back with one test day and be at the same level as the others even though people might be expecting much more than what I can do," said Lappi, who tested his Yaris WRC last Saturday having not rallied one of the Japanese machines since Rally Australia in 2018. "A good rally for me would be during Friday I get used to the speeds and driving the car on the pacenotes.

"On Saturday and Sunday we can do some competitive times and for that I would be happy. I need to do a good performance. The time of year will make things more challenging and the mornings will be really cold. But it will be the same for everyone."

EVANS PRIMED TO FIGHT WITHIN TOYOTA ON AN EQUAL FOOTING

Elfyn Evans is as capable of winning Rally Finland as his Toyota team-mates according to team boss Jari-Matti Latvala.

The Toyota Yaris WRC is unbeaten in Jyvaskyla since 2016 and Esapekka Lappi has been recruited to drive a fifth, privately-entered car, alongside factory drivers Evans, Takamoto Katsuta, Sebastien Ogier and Kalle Rovanpera.

"All our drivers could be capable of fighting for the top positions," said Latvala.

Welshman Evans, who trails Ogier by 44 points in the WRC title fight, said: "It's been over three years since I last competed there, having missed the event in 2019 [with a back injury]. At this time of year there will be a few new challenges which will be interesting, with the potential for different weather conditions and the fact we'll be doing some stages in the dark. For myself the drivers' championship looks more difficult now but our approach won't change, and I'll go to Finland trying to do my best like always."

Evans: battle with team-mates

RALLY NEWS

Villas-Boas for the ERC

FOOTBALL MANAGER VILLAS-BOAS TO TACKLE ERC ROUND

Ex-Chelsea and Tottenham Hotspur manager Andre Villas-Boas will start his third stage rally when he contests his local round of the European championship from tomorrow (Friday).

Porto-born Villas-Boas is on the 58-car entry for Rally Serras de Fafe e Felgueiras, which runs from October 1-3.

But while the rally fan is hugely inexperienced, he will at least have knowledge of some of the stages used on round six of the ERC season as several featured on the route of Portugal's World championship encounter, which Villas-Boas completed in 32nd position back in May.

For Rally Serras de Fafe e Felgueiras, Villas-Boas will compete in the same Team Hyundai Portugal-entered i20 R5 Bruno Magalhaes has used in this season's Portuguese championship with the three-time event winner switching to a Hyundai i20 N Rally2.

Magalhaes said: "He's doing the rally for his Race for Good charity and it's a big pleasure to host him because he's very passionate about rallying. We know he wants to get to the finish and win some pleasure and for sure I will give him some advice."

GREENSMITH LOOKS TO BUILD ON RECENT WORK FOR RESULTS

British M-Sport ace thinks that tweaks to Fiesta can help him

Photos: McKlein-Imagedatabase.com, 90right, M-Sport, ERC.com

Greensmith aims to fly high in Finland

By Graham Lister

Gus Greensmith will make up for the lack of a Rally Finland test by looking back to recent events in Greece and Estonia.

The M-Sport Ford World Rally Team driver crashed on his first appearance in Finland in a World Rally Car in 2019 but reckons a "very good" set-up achieved in Estonia and the "positive momentum" generated by his fifth place in Greece will help him on round 10 of the 2021 WRC season.

"It's not going to be an ideal way to approach the event [with no test] but we had a very good set-up coming from Estonia so we'll just use that and adapt it to Finland," said the 24-year-old Briton. "We had a good result [in Greece] and I will carry forward the positive momentum and try to utilise that in Finland. They are two different rallies so it's hard to carry things across from one to another but I was happy with the result and Finland is a challenge I look forward to. It's not easy and that's why we see the Nordic drivers do so well. But I feel I've always gone well in Finland and it's a challenge I look forward to."

WRC BATTLERS SET TO FIGHT OVER PORTUGUESE ERC SPOILS

Andreas Mikkelsen and Dani Sordo will renew their European championship rivalry on part two of Portugal's ERC double-header while their World championship counterparts compete on the clashing Rally Finland.

Mikkelsen and Sordo's battle for the Azores Rallye victory was decided on the final stage of the island event and will continue on the all-gravel Rally Serras de Fafe e Felgueiras in northern Portugal this weekend.

But while Sordo's outing for Team MRF Tyres is focused on product development for the Indian manufacturer, Mikkelsen has a 34-point championship lead to safeguard for what is set to be his penultimate ERC appearance of the season before he switches back to the WRC for Rally Monza, which clashes with the ERC-counting Rally Islas Canarias in November.

"For the championship it looks really good now," Mikkelsen said after winning in the Azores. "We have a big lead so I am really looking forward to getting to Fafe."

Mikkelsen will continue his partnership with British co-driver Elliott Edmondson on Rally Serras de Fafe e Felgueiras, a new addition to the ERC calendar for this season.

Mikkelsen will look to build on his European points lead

Solberg will have a new co-driver for future rallies

JOHNSTON: NO BAD BLOOD IN SOLBERG SPLIT

Oliver Solberg's former co-driver Aaron Johnston believes their recent split has been overplayed by some in the sport after going their separate ways in the wake of this month's Acropolis Rally.

The pair had spent almost three seasons together, winning the Baltic championship and finishing second in last year's European Rally Championship in that time. Speaking to Motorsport News, Johnston said there was "no bad blood or ill-feeling" in either camp.

With a high-profile Hyundai Motorsport campaign spread across both WRC2 and the main World championship in 2021, the pair have logged five retirements from seven starts, only one of which has been mechanical. Given the expectation that has been built behind Solberg's career to date, the young Swede's management elected to make a change in line-up.

"It's been something of a hot topic since news emerged about the split," said Johnston, who will join Takamoto Katsuta in the works Toyota squad on this week's Rally Finland after Keaton Williams withdrew for personal reasons.

Johnston added: "We sat down on the Sunday in Greece and the decision was amicable; we both felt it was the right thing to do. Me and Oliver remain very good friends. I've absolutely no problem with him, Petter or the Solbergs. They have all been fantastic and have treated me really well – I've no issues.

"The time had come for us to end the partnership but, for sure, we still respect each other. I've been speaking to Oliver many times since the news, and I plan to keep in touch with him going forward."

KELLY AFTER MORE PROGRESS AS RALLYING RETURNS TO ISLE OF MAN

Mark Kelly heads to the PokerStars Rally this weekend keen to keep progressing his closed-road pace after a fine run on the recent Three Shires Stages.

Melvyn Evans won the rally in his Skoda to extend his Asphalt Championship lead, but Kelly equalled overall times with him in his Ford Fiesta R5, only losing position due to a poorer SS1 time.

Kelly, who has only done two closed-road rallies in R5, said second in the points and fourth overall earlier this month was a boost and said: "Hopefully now we can go to the Isle of Man and make the next step.

"That for me is just committing a little bit more to the throttle in the fast stuff. Where I'm lifting, I need to keep the momentum and start looking for those smaller gains.

"It's really about gaining experience, momentum and progress [this year].I am lacking in experience compared to the people that we're up against. We need experience, and providing we feel that we're making progress every time we're in the car then I'm happy with that."

None of the top seeds have won the PokerStars before, but Jason Pritchard has five wins on the Manx National while Evans has four. The event, across two days (October 1-2), will be an Asphalt Championship double header.

TOP 10 SEEDED ENTRY LIST

PokerStars Rally

SEEDED	DRIVER/CO-DRIVER	CAR
1	Jason Pritchard/Phil Clarke	Ford Focus WRC05
2	Melvyn Evans/Mark Glennerster	Skoda Fabia R5
3	Mark Kelly/Neil Colman	Ford Fiesta R5
4	Damian Cole/ Andrew Roughead	Skoda Fabia R5
6	Steve Colley/Kirsty Duke	Mitsubishi Lancer E9
7	John Stone/Tom Woodburn	Volkswagen Polo GTI R5
8	David Hardie/John McCulloch	Ford Fiesta R5
9	Andy Davies/Michael Gilbey	Ford Fiesta R5
10	Damian Toner/Denver Rafferty	Ford Escort Mk2
11	Craig Jones/Shaun Layland	Mitsubishi Lancer E9

MN champ Mark Kelly is seeded third

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RALLY NEWS

IN BRIEF

McGonigle to stay at home

McGonigle parks BRC season
Irish driver Joe McGonigle has elected to can his British Rally Championship campaign in favour of rallying back at home for the remainder of the year. He will contest this weekend's Donegal Harvest and intends to tackle the Tour of the Sperrins Rally in October.

Davies enters the R5 club
Reigning Irish Group N champion Andy Davies has traded his Subaru Impreza N12 for a Ford Fiesta R5 and is plotting a full assault on next year's Irish Tarmac championship. Davies said: "We're a few years late to the R5 party and we have a lot to learn, but you can be sure of one thing and that is we'll give it our very best shot."

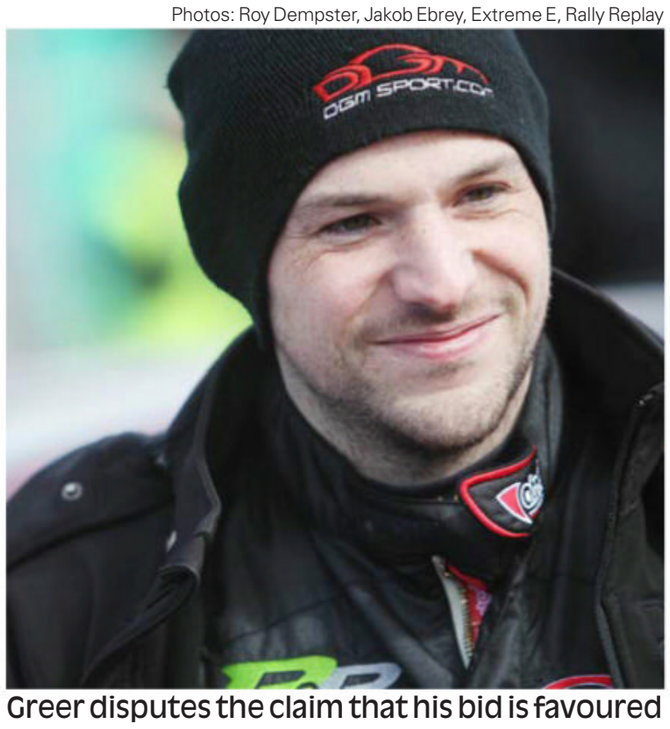
Harris in Escort Mk2
Top Gear presenter Chris Harris will start his first stage rally in over five years on next month's Cambrian Rally, competing in a freshly-built Ford Escort Mk2, co-driven by Brynmor Pierce. Harris has tested the machine already at Sweet Lamb as he prepares for November's Roger Albert Clark Rally. Harris' last rally was also in Wales – the Mid Wales Stages back in 2016 – where he finished 30th overall and first in class in a Toyota GT86 CS-R3.

Williams returns
After snaring fourth overall on his American rallying debut on last month's Ojibwe Forests Rally, Tom Williams will be back in American Rally Association action in just over two weeks as he takes on the Lake Superior Performance Rally. Driving a Ford Fiesta Rally2, Williams will be co-driven by David Higgins' regular navigator Craig Drew, fresh from WRC Finland with Oliver Solberg.

FORMER NI CHAMPION ANGERED BY LOST EVENTS

Eight-time champion McGarrity demands a replacement for cancelled Tyrone Stages

Photos: Roy Dempster, Jakob Ebrey, Extreme E, Rally Replay



Greer disputes the claim that his bid is favoured

By Jason Craig

Northern Ireland Rally Championship bosses have been accused of handing the title to Jonathan Greer, as they have cut the competition to four events.

That is the view taken by title hopeful Derek McGarrity. Originally, the series was set to comprise five events, but November's Tyrone Stages Rally is no longer going ahead. That decision was taken by Cookstown Motor Club Ltd "owing to the prevailing Covid-19 situation".

A meeting of officials took place last week where they decided not to replace the Tyrone Stages.

That has angered McGarrity, however, with the eight-time champion saying it bore all the hallmarks of what occurred in 2019 when that year's deciding round was shelved and played a part in him losing out on the drivers' title to Stephen Wright.

"It doesn't come as a surprise because they are doing what's easy for them," McGarrity told Motorsport News. "Why not run the Tyrone Stages around the lanes of Magilligan Prison like they did a few years back?

"If Covid is the issue, no spectators can get in there; it's perfect to hold a rally. This decision has gifted Jonny the title. I really feel sorry for people like Desi Henry who would have won the next two rallies."

Greer does not see it that way, with all of the top five drivers still in with a shout of lifting the title should results go their way on next month's closed-roads Tour of the Sperrins Rally.

"I don't think it puts us in a slightly stronger position because with every score now counting it means that anyone in the top five is still capable of winning the championship depending on how the last round goes," the Citroen driver said.

"We only have a five-point gap in our favour so our approach has not changed. The final round being cancelled is a shame but it's completely understandable why the club has taken this decision.

"The decision is what's right for the club and the people who live in the areas the rally would have run through.

"There are a lot more important things than a day's sport right now, so I respect the club's decision."

MITCHELL HAPPY WITH SPEED DESPITE RECENT CRASHES

Jason Mitchell feels it's his lack of experience that's hurting him on rallies as he has managed to find a baseline of speed that he's relatively happy with.

Ford Fiesta Rally2 driver Mitchell has started fewer than 20 events in his career to date but has emerged as a frontrunner, challenging for victories on both the Galloway Hills and Bushwhacker Rallies recently. Unfortunately, he retired from both.

"We're very happy with our progress," Mitchell told MN. "My big target was the Bushwhacker because it's the local rally, but I just messed it up. I didn't give the jump enough consideration, she scooped up a stone, jammed it between the sump guard and the radiator and that was it.

"I was as surprised as everyone else when I won the first stage," he added. "I got out of the car [after the shunt], walked into the forest and I was like a big [child]. I could feel the tears coming, I couldn't believe it!"

Mitchell's performance on the Bushwhacker was all the more remarkable given that he was struggling a little with vision in his right eye after a sudden head-on impact on the Galloway Hills, caused by a misinterpreted pacenote.

"We had a four-left minus to five-left push," Mitchell explained. "I couldn't see the four-left minus and a firebreak in the forest made it look like the five-left, so I kept my toe in and we paid the price. My speed is not the problem it's my experience that's killing me now."

Fast and furious: Mitchell has had an eventful season

CORK '20' RESULTS TO BE INVESTIGATED

Organisers of the recent Cork '20' International Rally will undertake a complete review of the results that were signed off by the relevant stewards but subsequently updated just over 24 hours later.

The review may effect changes from third to eighth place. Clerk of the course Kevin O'Riordan has requested cards and a report from the tracking team after one competitor was credited with times for a stage that he hadn't completed.

New results elevated Sam Moffett to third, demoting his brother Josh to fourth. O'Riordan says that the situation transpired when Sam was delayed by Donagh Kelly's SS3 accident. He received the same time as Callum Devine and Josh Moffett, who were also delayed and were given the time of Roy White, who completed the stage uninterrupted.

The revised timings were overlooked due to a furore in the national event, when James Stafford wasn't shown as winner until after 1930hrs. The organisers maintain that an incorrect results sheet was presented to the stewards.

Robinson (centre) flanked by MN series vets

MN SERIES REMEMBERED IN NEW BOOK

Former drivers and co-drivers gathered at Rally Replay's showroom in Chichester to launch Peter Robinson's latest book: Memory Lanes... Rally Tales 5, featuring stories and photographs from the Motoring News (MN) Championship series between 1961 and 1973.

Author Robinson, who competed in the MN series from 1969 onwards, was joined by fellow series veterans including 1971 British rally champion Chris Sclater, Gerry Ryan, Kevin Gormley, Don Griffiths, Peter McDowell and Paul Faulkner.

EXTREME E 2022 DATES ANNOUNCED

The Extreme E off-road series has released a provisional five-round calendar for its 2022 campaign.

The opening round next year will return to Saudi Arabia in mid-February, while Senegal could maintain its second-round slot, but is one of three possible venues pencilled into the May 7-8 weekend including Egypt and Tanzania.

Either Greenland or Iceland will host round three in July, while the series will make its delayed first trip to South America to conclude the season. Extreme E had planned to visit South America this year, before those plans were shelved due to the ongoing restrictions surrounding the coronavirus pandemic. Next year, Brazil, Argentina, Uruguay, Italy or Costa Rica will hold round four, while the final will be in Chile, two months later in November. The penultimate round of the 2021 XE season will be held in Sardinia next month, but the destination of the final round in December is yet to be announced.

Extreme E returns in '22

PROVISIONAL CALENDAR

Extreme E Season 2 2022

DATE	VENUE
Feb 19-20	Saudi Arabia
May 7-8	Senegal/Egypt/Tanzania
July 9-10	Greenland/Iceland
Sep 10-11	Brazil/Argentina/ Uruguay/Italy/Costa Rica
Nov 26-27	Chile

RALLY NEWS

ROAD RALLY ROUND-UP

Davies and Bloxham maintain top form

John Davies/Nick Bloxham continued their domination of the BTRDA Championship when they took a clear win on the Kent Forestry Targa.

Despite picking up a cone fault on the first test, they came home almost three minutes ahead of series rivals, Steve Retchless/Sasha Heriot.

Owen Turner had upgraded his MG ZR with a 1800cc engine but found that his choice of van tyres did not suit the slippery conditions. A switch to used Sportways made a dramatic improvement, but they wore quickly, forcing him to revert to the original rubber.

Turner, and navigator Rachel Vestey, had battled all day with the Ford Puma of Ethan Davies/Dan Johnson. The matter was decided on Test 4, when Davies suffered a puncture and hit two cones. Turner/Vesty therefore secured third place.

The Mercian Rally was the Interclub road rally debut of RallyAppLive, a smartphone timing app. The app received a mixed reception from competitors. The event results remained provisional as MN went to press, but it seems that clubman competitors Daniel Chambers/Aidan Spink will be declared the winners.

Ian Mills

Results

Kent Forestry Targa
Organiser: Borough 18 Motor Club **Where:** Mereworth Woods **When:** September 18 **Championships:** BTRDA **Tests:** 5 (33.5 Test Miles) **Starters:** 59.
1 John Davies/Nick Bloxham (Ford Puma) 1h 18m 12s; 2 Steve Retchless/Sasha Heriot (Ford Escort) +2m 47s; 3 Owen Turner/Rachel Vestey (MG ZR); 4 Ethan Davies/Dan Johnson (Puma); 5 Huw Morris/Richard Crozier (Ford Focus); 6 Peter Scott/Matt Endean (Toyota MR2); 7 Elliott Sharp/Matt Clark (MG ZR); 8 Jon Bray/Jack Matthews (MG ZR); 9 Matt Endean/Peter Scott (MR2); 10 Rob Palmer/Harry Wade (MG ZR).
Class winners: Palmer/Wade; John Rhys Owen/Sandra Loton Jones (MG ZR); Davies/Bloxham; Scott/Endean; Rob Fields/Andy Fields (MR2)

Mercian Road Rally (provisional)
Organiser: Mercia Motor Sports **Where:** Woodford **When:** September 18-19 **Championships:** EMAMC & ANEMMC **Miles:** 130 miles **Starters:** 31.
1 Daniel Chambers/Aidan Spink (MG ZR) 7m 29s; 2 Paul Baldwin/Harry Brierley (Ford Fiesta) +1m 29s; 3 James Newbould/Brian Cammack (Vauxhall Corsa); 4 James Taylor/Ian Graham (Fiesta); 5 Bob Wisniewski/Peter Littlefield (Vauxhall Adam); 6 Richard Oxley/Andrew Lowe (Proton Compact); 7 Eddie Gale/Simon Fuidge (Citroen Saxo); 8 Andy Madge/Matt Cooper (Citroen Xsara); 9 Andrew Lees/Glynn Hayward (Vauxhall Nova); 10 Andrew Hankey/Nathan Coles (BMW 318Ti).
Class winners: Interclub Experts: Newbould/Cammack; Clubman Experts: Chambers/Spink; Clubman Novices: Baldwin/Brierley

SCOTTISH TARMACK RALLY CHAMPIONSHIP: ARBROATH STAGES — SEPT 25

Photos: John Fife, Red Bull Content Pool, Fairhurst CC

INGLIS FAMILY FIESTA ON ARBROATH STAGES

Alistair Inglis heads son Greg to 1-2 celebration in latest Scottish Tarmack encounter, by John Fife

Inglis Sr in dominant form

Alistair Inglis won the Arbroath Stages Rally to take the lead of the Scottish Tarmack Rally Championship at the halfway point of the six-round series. Keeping it in the family, Inglis' son Greg finished second overall in his Lotus Exige.

While Inglis Sr set fastest time on five of the six stages, perhaps the star of the show was Des Campbell in his Peugeot 206, claiming third despite striking a tyre marker dislodged by a previous car.

With their glorious-sounding BMW E30 sideways throughout, James Gibb and Charley Sayer Payne couldn't catch the wee Peugeot but claimed fourth from Durham's Stephen Sawley and Rob Johnson; fifth in their Ford Escort Mk2 on only their third rally.

Championship contender Chris McCallum lost out when his Escort's new flat-shift failed on the startline of the first stage but recovered to finish 10th overall. Scott McCombie was on course for a possible top three before a puncture, while Ross Auld suffered a head gasket failure on the penultimate stage.

Archie Swinscoe and Barry Young won the Junior 1000 Rally by 26 seconds, less than a minute covering the top four crews after 40 miles of stages.

At the finish, Inglis Sr said: "It was very slippy... I'll need to go and apologise to James Gibb – I spun right in front of him in the last stage!"

RESULTS

Scottish Tarmack Rally Championship

P	DRIVER/CO-DRIVER	CAR	TIME
1	Alistair Inglis/David Coutts	Ford Fiesta R5	53m 45s
2	Greg Inglis/Ian Parker	Lotus Exige	+1m 24s
3	Des Campbell/Craig Forsyth	Peugeot 206	+1m 55s
4	James Gibb/Charley Sayer-Payne	BMW E30	+2m 46s
5	Stephen Sawley/Rob Johnson	Ford Escort Mk2	+2m 58s
6	Richard Wheeler/Martin MacCabe	Ford Escort Mk2	+3m 14s
7	Scott McCombie/Murray Strachan	Mitsubishi Lancer Evo6	+3m 24s
8	Dave McIntyre/Andy Brown	Vauxhall Nova	+5m 03s
9	Fraser MacNicol/Neil Ross	Ford escort Mk2	+5m 32s
10	Chris McCallum/Peter McCallum	Ford Escort Mk2	+5m 54s

Class Winners
C1: Steven Crockett/Jenny Anderson (Peugeot 205); **C2:** Des Campbell/Craig Forsyth (Peugeot 206); **C3:** Stephen Sawley/Rob Johnson (Ford Escort Mk2); **C4:** Greg Inglis/Ian Parker (Lotus Exige); **C5:** Alistair Inglis/David Coutts (Ford Fiesta R5); Junior 1000: Archie Swinscoe/Barry Young (Skoda Citigo)

PORTUGAL WORLD RX WEEKEND BROUGHT FORWARD ONE WEEK

The seventh round of the World Rallycross Championship at Montalegre in Portugal has been moved forward by one week to October 16-17, just one week after the event at Spa-Francorchamps.

World RX director Arne Dirks said: "We successfully trialled the return of spectators to the paddock in France, marking a significant step forward on our path back to 'normality'. We have consulted closely with all key parties, particularly the Circuito Internacional de Montalegre, and we are all firmly in agreement that bringing World RX of Portugal forward by a week will give us the best chance of achieving this objective."

New timing to aid 'normality'

Round 1 fell to Hansen

TIMMY HANSEN CLAIMS FIRST BLOOD IN NITRO RX R1 SERIES

World Rallycross Championship leader Timmy Hansen claimed victory in the opening round of the new Nitro Rallycross series at the Utah Motorsports Campus last weekend.

Racing a Peugeot 208 WRX, Hansen topped single-lap qualifying and won his heat to start on the front row of the final, where he was joined by series founder Travis Pastrana.

Subaru driver Pastrana made the best start in the final, but Hansen forced his way up the inside of the American at turn one and retained the advantage through the six-lap encounter to win. OlsbergsMSE driver Oliver Eriksson ran second early on after taking the big gap jump on lap one. He initially pressured Hansen but dropped back. British drivers Liam Doran and Oliver Bennett went out with technical problems. The second round takes place in Minneapolis this weekend.

KLARA ANDERSSON SET TO JOIN ALL-ELECTRIC RX2e CATEGORY

Swedish Supernational Rallycross champion Klara Andersson will become the first female to race in the RX2e electric support category to the World Rallycross Championship when she makes her debut in the single-specification series at Spa-Francorchamps in Belgium on October 9-10.

The 21-year-old sealed the Swedish two-wheel-drive title in August, having graduated to the Senior class this season, and has tested a STARD-built Project E electric rallycross machine." After winning the Swedish Rallycross Championship this year, I began to look into the future," she said. "I've dreamt about taking part in a World Rallycross Championship event since I was a little girl riding my bike in the paddock, and this is an opportunity of a lifetime!"

Andersson delighted by drive

BRISCA F1: KING'S LYNN BY COLIN CASSERLEY — SEPTEMBER 18

Fairhurst (217) managed to wriggle free of the others

FAIRHURST OPENS '21 SHOOTOUT WITH A WIN AT KING'S LYNN

The opening round of the BriSCA Formula 1 2021 National Shootout series provided, in many fans' eyes, the meeting of the season so far. Lee Fairhurst emerged from a titanic scrap to chalk up his second consecutive final win at the Norfolk Arena.

Nigel Harrhy grabbed the lead in the opening laps with Geoff Nickolls in pursuit. Further back shootout contenders Tom Harris and Ryan Harrison traded blows for several laps which allowed Fairhurst to escape and pursue the leaders.

A yellow flag around the halfway point negated Harrhy's lead. On the restart, Will Hunter and Fairhurst barged their way into the top spots. In a race-winning move Fairhurst nudged Hunter wide as the race entered the closing stages.

The delighted winner said: "It was a great battle at the start of the race, the shootout drivers all on it giving it everything, but somehow I managed to break free… I knew I had the car to win if I just stayed patient and it worked out. I am pleased with that as it should give me the lead in the shootout, but there is a lot of racing to de done before it is over."

The shootout series continues at Buxton this Saturday.

Results
Organisers: Trackstar, BriSCA F1 **Where:** King's Lynn, Norfolk **When:** September 18 **Starters:** 51.
1 Lee Fairhurst; 2 Will Hunter; 3 Paul Harrison; 4 Bobby Griffin; 5 Danny Wainman; 6 Mat Newson; 7 Mick Sworder; 8 Paul Hines; 9 Tom Harris; 10 Phoebe Wainman.

Advertising enquiries: 01732 446757

HISTORICS

DOWN THE WORKSHOP

1928 DREYER SPECIAL

Current owner: Doug Martin

The flat-four motor at speed

It's a 1928 American dirt racer

The 1928 Dreyer dirt-track racer made only its second competitive appearance in the UK at Loton Park during the recent VSCC hillclimb. Now owned by former Formula Junior racer Doug Martin, the car was built by Pop Dreyer in the US and has been rebuilt after spending many years in a collapsed barn in Pennsylvania.

It was a barn find

"It has very little provenance but it is very rare in the UK," said Martin. "They are more common in the States. It was built with Model A Ford axles, gearbox and engine. It runs a 3.3-litre flat four Ford engine. I found it in Pennsylvania and bought it." However, the owner had a problem extracting it from the collapsed barn and it was several years later that Martin finally took possession.

Dreyer was a good engineer

"They usually raced on the half-mile and three-quarter mile dirt ovals at all the county fairs. Pop Dreyer was a very good engineer and welder and worked for Duesenberg for much of his career. In 1927 he started building his own cars and we think this is a very early one. I knew of these sprint cars and they just appealed to me and they are not expensive."

It's not been used much yet

Previously it had only done one hillclimb at Prescott, three years ago, but Martin now plans to race it in VSCC events next year. "They are quite simple things. It was a bit sad when we got it and so we took it apart and gradually put it back together again. It is now very near to the specification it ran in 1928 and Loton in September was only its second time out."

He used to race Formula Junior

"My mid-life crisis was building a Formula Junior Elva 200 and I raced it from 1999 onwards, including at Goodwood and Monaco. I raced that for 10 years and then I retired, so I sold the Formula Junior and looked for something that was cheaper to run. The pace at the front of Formula Junior was getting pretty serious! While I was waiting for the Dreyer Special to arrive I ran the Hillegass Special for five or six years and I've now sold that."

Photos: Paul Lawrence

Rally cars will tackle the famous hillclimb

RALLY HILLCLIMB BATTLE SET FOR MAIDEN EVENT ON PRESCOTT COURSE

A host of iconic cars will tackle the famous gradient in new event

By Paul Lawrence

The first hillclimb dedicated to rally cars will run on Sunday as the inaugural Rallye Prescott is held at the famous Gloucestershire venue.

Around 60 rally cars, along with 30 regular hillclimb cars, will tackle the 1127-yard hill with two practice runs before lunch and two timed runs after lunch.

Gemma Price, a former international rally co-driver, is general manager at Prescott and is delighted with the response to the event.

"This is the start of something that will grow and it's already in the calendar for a similar date in 2022," said Price.

As well as a raft of Mini Coopers and Ford Escorts, a number of cars from the Slowly Sideways movement will take part alongside the most recent car, the Peugeot 208R5 of Kevin Furber.

Star performers like Alan Watkins (Ford Escort Mk2), David Kedward (Peugeot 205 T16) and Andy Krinks (Audi Sport Quattro) will be joined by Mitsubishi Evos and Subaru Imprezas. At the other end of the age spectrum will be the ex-Pat Moss Austin A40 in the hands of Bill Moffatt.

"We're expecting our marshals to have some sweeping to do, but we've told them to wait until the end of the rally car runs," said Price of the likely approach to the hill by some of the quicker rally drivers.

The competition classes will be split by decades. The paddock, open to spectators, will be arranged in age order. Practice runs will start at 0830hrs. It will be streamed via Facebook and YouTube.

LANGRIDGE SWAPS TO REYNARD FF2000 AFTER STRONG DEBUT

Langride felt at home in the Reynard chassis at Mallory Park

Adrian Langridge has switched to a Reynard SF78 for Historic Formula Ford 2000, one of three cars owned by the Langridge family.

His father Andy and sister Ali have raced a Tiga SF83 and a Crossle 41F but Adrian was impressed with the Reynard chassis after a debut race at Mallory Park.

"The car feels alive and it was my first time at Mallory," said Langridge of the ex-James Lovett car most recently raced by its designer Adrian Reynard.

His opening race at Mallory didn't go to plan as he managed to select reverse gear on the grid and was slow away. At Gerard's a car spun in front and he retired to the pits after being hit from behind.

Damage was limited to a bolt and the car was ready for the second race when he finished 11th from the back of the grid.

Rare single-seater Chorlton goes up for sale

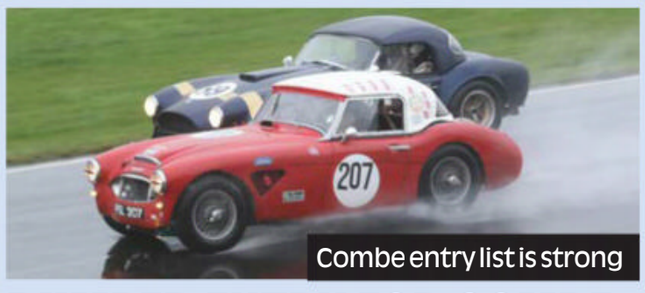
The one-off CDL Chorlton Special single-seater ran in the Vintage Sports-Car Club hillclimb at Loton Park recently as Tom Hardman campaigned the 'for sale' car for owner Max Sowerby.

It was designed by Michael Chorlton in 1949 and built by Centaur Developments around a damaged Bugatti T51 chassis and engine.

The CDL was reworked in the mid-50s using a replica chassis and a prototype 2.5-litre Alta engine and has been raced at Goodwood in more recent times.

"It's one man's imagination and has an amazing history," said Hardman. "Back when it was built they had no real need for a damaged Bugatti chassis."

Chorlton is based on a Bugatti chassis



Combe entry list is strong

BUMPER ENTRY FOR COMBE GT AND SPORTS CARS

Despite a clash with the Spa Six Hour race, the GT and Sports Car Cup has attracted a 26-strong entry for its 90-minute race at the head of Saturday's Autumn Classic at Castle Combe.

The pre-66 GT cars will cap the 10th running of the historic festival at the Wiltshire track.

A seven-race programme includes two grids from the VSCC and the annual Frazer Nash race as well as 500cc Formula 3 cars to honour the circuit's origins in 1950.

The AC Cobras of Greg Audi and Mark Williams face a gaggle of rivals including the rapid Lotus Elans of Mark Martin and John Watson who will share his with local aces Dan Cox and Matthew Watts.

Gardiner expands his repertoire in a Lotus Cortina

The latest Historic Sports Car Club champion to be confirmed is Mike Gardiner, who has added the Historic Touring Car title to his extensive record.

Despite two recent non-finishes, Gardiner's Lotus Cortina cannot be caught in the last two races at Silverstone in October. Other confirmed champions include John Davison (Historic Road Sports) and Jeremy Timms (Historic Formula 3).

Gardiner has taken the title

IN BRIEF

Wainwright's cash

Racer and car preparer Rob Wainwright has recently completed a charity bike ride up the length of the UK. "We rode from Land's End to John O'Groats in aid of Sir Jackie Stewart's Race Against Dementia charity. We did this 950-mile ride completely unsupported in 10 days carrying all of our kit on the bikes," said Rob. The Just Giving page is at: justgiving.com/rob31af

Help for Cottrill

Historic Formula Ford newcomer Nikki Cottrill damaged the front of her Lotus 61 in qualifying at Mallory Park and a new radiator was needed. Nikki and husband John walked to race control to request a paddock announcement to see if anyone had a spare. By the time they got back to their trailer, they had two offers, including one from fellow female novice Zoe Newall, which was duly fitted in time for the first race.

Matlock interest

Matlock Motor Club has already drawn a 60-car entry for its Dansport Historic Rally on October 9-10. Based at the Casa Hotel in Chesterfield, owned by rally driver Steve Perez, the event is the final round of this year's HRCR Clubmans Championship. After a leg in the darkness of Saturday evening, crews will tackle a full day of competition on Sunday.

Pokerstars entry

A total of 17 historics will line up for this weekend's Pokerstars Rally on the Isle of Man, which is a round of the HRCR Stage Masters Historic Rally Challenge. North Walian Will Rogers heads the historic field in his freshly built Ford Escort Mk2, followed by local expert Adrian Kermode in his Porsche 911SC. Irish ace Ray Cunningham heads the eight-strong Mini contingent.

Junior man's aim

Nic Carlton-Smith will head to Spa this weekend with a very good chance of securing the Historic Formula Junior title. The Suffolk racer has had a stellar season so far, taking maximum points in all eight rounds to date in his Kieft. Two more class wins in Belgium would give him a perfect score before the final double-header at Silverstone in mid-October.

More FF1600

The HSCC has added a replacement race to the schedule for the Historic Formula Ford Championship. To replace the race lost to red flags at Brands Hatch in July, a third race has been added to the Silverstone Finals meeting (October 16-17). Cam Jackson, Tom McArthur and Horatio Fitz-Simon are all in contention for the title.

RALLY REPORTS

RALLYDAY, CASTLE COMBE **SEPTEMBER 25**

THE STARS COME OUT FOR RALLYDAY

Rally enthusiasts had plenty to savour as Castle Combe's annual festival returned, by Nick Garton

Photos: 569 Media, Rallygallery.com

Higgins was mighty in the ex-Mikkola quattro

Delayed 2020 McRae parade marked 1995 title anniversary

No, Mr. Adamo, it isn't Craig Breen in Burns's 206. Honest.

Favourites from every era came out at Combe

Pristine Escort Cosworth joined the fray

Kevin Furber's 208 R5 was among modern machinery

A healthy crowd and club displays brimming with fabulous machinery heralded the return of the Motorsport News-backed Rallyday to Castle Combe.

Rally enthusiasts were free to congregate from across the UK for the first time since the pandemic, cheerfully reclaiming an event that truly celebrates their sporting passion. Wiltshire was awash with Subarus and Ford RS models of all ages, but almost every marque and model with rally pedigree could be found dotted throughout the event, from Lancias to Quattros and Rileys to Allegros. One of MN's photographers for the day rode the 40-odd miles from home in the co-driver's seat of a Group B Renault 5 Maxiturbo. It's that sort of an occasion.

Almost everyone, it seemed, had an opportunity to 'run what they brung' throughout the course of the day but the showstoppers were, of course, the historic machines that went out for a blast around the Legends Stage. Top marks here had to be given to Mark Higgins at the wheel of the mighty Group B Audi Sport quattro S1.

This is the car that the late Hannu Mikkola bought from Audi after their years of working together and that had, until recently, resided in Juha Kankkunen's private collection. With such provenance, and being one of only a handful of genuine ex-works Audis still in the wild, Higgins could have been forgiven for cosseting a car whose value is well into seven-digit territory. Instead, the crowd was treated to a full-blooded performance of the Wagnerian thunder for which this 600bhp beast is so revered.

The Audi starred among a cornucopia of classics, such as an ex-Colin McRae Rally GB-winning Subaru Impreza WRC, which in its prime was cheered wildly by fans along the whole route of the great Scot's last British win in 1997. The presence of several McRae-related machines added to the Covid-delayed commemorations marking 25 years since his WRC title success.

There were a few changes to the line-up of legends on hand for the day, but the crowds still had plenty of opportunity to hear from the likes of Nicky Grist, Craig Breen, Higgins and Howard Davies among the rank and file of the sport at one of its biggest social occasions of the year.

Breen confided to the crowd how he and Hyundai boss Andrea Adamo send each other old rally photos with the number plates obscured to guess 'who, where, when'.

Although a touch nervous that Hyundai's management didn't catch him at the wheel of any off-brand classics, the Irishman said: "There's only one reason why I'm still giving this sport so much, and that's because I want to be World champion, and if not I'll be quite happy going away doing historic rallies… for enjoyment I prefer driving historic cars."

Castle Combe's managing director Graham Marshallsay said: "Having Craig here, hopefully, will appeal to the 30-year-olds as well as the 70-year-olds. We're evolving Rallyday a little after 20 years… we have a nice core to this event but we're very happy with where it's going for the future."

Champion Burns remembered by 'home' track

Rallyday was one of several events marking the 20th anniversary of the late and much-missed Richard Burns' World championship title. Castle Combe is a special place in the history of England's only World rally champion, being the venue where he began his career and where, at the 2005 Rallyday, he made his final public appearance.

Many of those present on that day had returned for the 2021 edition, and even seasoned veterans among the organising team were moved by the occasion.

Fittingly, Richard's sister Jo Burns was in the midst of this celebration of her brother's life and career, taking the wheel of the commemorative Subaru Impreza RB320, chassis number 1, which resides in her care since their father passed away. After leading the legends' parade around at the wheel of her immaculate machine, Jo spoke to MN.

"Richard, you see, always brought the cars here. Since the early days [of Rallyday]. He was very supportive and Castle Combe is quite a nice memory track for us," she said.

"The Under 17 Car Club still has trackdays here and I bring my son now. Richard was driving here from – I don't know how old he was! Seven, eight, nine years old? So it's rather nice and I think that's probably, along with [Rallyday] being a nice club day, what he enjoyed was driving here again more than anything else.

"It's just a much more real type of enthusiast's day where you can talk to people and you have people like Craig [Breen], who are much more available [than at a competitive rally]."

Emotional tribute to 'Burnsie' was led by his sister

Advertising enquiries: 01732 446757

RALLY REPORTS

BTRDA RALLY SERIES: TRACKROD RALLY BY SIMON GRONOW **SEPTEMBER 25**

BLACK LEAVES IT LATE FOR GLORY

Simon Gronow watched as the result was in doubt right up until the final stage on Trackrod Rally

Photos: Chicane Media

Black finally saw the finish, and he won

Late differential scare didn't faze runner-up George Lepley

RESULTS

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Callum Black/Jack Morton	Ford Fiesta R5	43m 18.9s
2	George Lepley/Tom Woodburn	Mitsubishi Lancer E10	+31.9s
3	Tom Llewellin/Ross Whittock	Mitsubishi Mirage R5	+32.4s
4	Ian Bainbridge/Will Atkins	Skoda Fabia R5	+42.7s
5	Richard Hill Patrick Cooper	Mitsubishi Lancer E9	+1m 04.6s
6	Garry Pearson/Niall Burns	Skoda Fabia R5	+1m 04.7s
7	Russ Thompson/Jane Nicol	Mitsubishi Lancer E9	+1m 14.5s
8	Mathew Hirst/Declan Dear	Mitsubishi Lancer E9	+1m 37.9s
9	Charles Payne/Carl Williamson	Ford Fiesta WRC	+2m 08.1s
10	Hugh Brunton/Drew Sturrock	Ford Fiesta R5	+2m 18.2s

Class winners: RF 2.0 Tom Naylor/Tom Bishop (Ford Fiesta ST); **1400S** Steve Black/Paul Morris (Suzuki Swift S1400); **1400C** Edward Wain/Noel Murphy (MG ZR); **N3** Brendan Leonard/Glenn Mercer (Ford Fiesta ST); **NR4** Pat Naylor/Ian Lawrence (Mitsubishi Lancer E9); **R2** Ioan Lloyd/Sion Williams (Peugeot 208 R2); **B10** Ben Cree/Shaun Wilson (Opel Corsa D); **B11** Nick Dobson/Jonathan Turnbull (Ford Escort Mk 2); **B12** Owen McMackin/Dai Roberts (Escort Mk 2); **B13** Hill/Cooper; **B14** Bainbridge/Atkins; **H1/2** Robin Shuttleworth/Malcolm Smithson (Escort Mk 1 Mexico); **H3** Baz Jordan/Arwel Jenkins (Hillman Avenger); **H4** Tom Coughtrie/Ian Fraser (Mitsubishi Galant VR4)

Llewellin missed second by a narrow margin

After retiring on the previous two rounds, Callum Black/Jack Morton got their BTRDA championship challenge back on track as they won the Trackrod Forest Stages in their Ford Fiesta R5 after moving into the lead following a frantic final stage.

Early differential problems slowed George Lepley/Tom Woodburn, but with their Mitsubishi Lancer E10 back to full health they put on a late spurt to overtake Tom Llewellin/Ross Whittock (Mitsubishi Mirage) for second place by just half a second.

While stage two in Cropton would be the first of the day for the majority, the BTRDA runners contesting the BRC event had attempted a stage in Dalby the previous evening, which wouldn't count towards their times.

Having scored a BTRDA best finish of third on the Woodpecker Stages, Ian Bainbridge continued at an impressive pace in Cropton, as he and Will Atkins set fastest time in their Skoda Fabia R5. Elliott Payne/Patrick Walsh were the nearest challengers here, with George Lepley/Tom Woodburn in their Mitsubishi and Garry Pearson/Niall Burns in a Skoda Fabia close behind.

Pearson moved up to second position after setting quickest time in Gale Rigg, just over a second quicker than Bainbridge, with Black moving into third place overall after setting the third fastest time.

There would be a change of leader following SS4 in Staindale, as Pearson set another fastest time, ahead of Black, who was followed by fellow Fiesta R5 driver Payne, with Richard Hill/Pat Cooper setting an impressive fourth fastest time in their Mitsubishi Lancer.

Not going so well was Bainbridge, who admitted to having been "a bit keen" at times and a resulting overshoot cost him 10-15 seconds, promoting Pearson to leading BTRDA driver, as his fellow Fabia driver dropped to second, with Black and Payne just a couple of seconds behind. Also in trouble was George Lepley, whose Lancer was lacking drive, costing him three places.

Things started to go wrong for Pearson on the fourth test, a 13-mile run through Langdale, as his Skoda was slowed in the dust of a limping car ahead of him, and he dropped 15s to Bainbridge, who moved back into the BTRDA lead, just ahead of Black. Elliott Payne would no longer be a threat, as engine sensor issues meant he retired, and Phil and Simon Pickard's fine debut run in their new Fiesta R5 ended with alternator issues.

With all to play for, Bainbridge attacked the final stage of the day, 11.5 miles through Dalby. The earlier tests had proved popular with the competitors, with dust being the only issue for some on the fast roads, but the final stage of the day had been used the previous evening by the BRC and Historic events, and proved to be slippery in places, as Bainbridge found out to his cost.

A tight bend proved to be slippier than expected and his Fabia went into a bank, though it suffered minimal damage in the incident. Unfortunately, the Skoda proved reluctant to restart, and the time loss dropped him to fourth, a disappointing end to such a promising run.

Dalby wasn't kind to Skodas, as Pearson's event became worse as manifold problems meant his Fabia had to run in road mode, and he dropped to sixth BTRDA runner after limping through the test.

Benefiting from all the mayhem were Black/Morton, who despite losing time when their Fiesta clipped a chicane obscured in the dust on the last stage, still managed to set second fastest time, win the Trackrod Forest Stages and be leading BTRDA driver home. "We've had a fair bit of luck come our way," said a delighted Black at the finish, as he scored his first win of the year.

Sterling work by his service team, who replaced his Lancer's rear differential in record time, was appreciated by Lepley, and he and Woodburn set fastest time to pip Llewllin/Whittock for second place by half a second. The young Welsh driver was left to rue a time consuming half spin in his Mirage on SS5, but should be pleased with his podium finish on his first event in Yorkshire.

Behind a disappointed Bainbridge, Hill/Cooper were fifth BTRDA crew home, their Mitsubishi suffering a slight misfire in the afternoon and they were just a tenth of a second ahead of Pearson, who has now been overtaken by Lepley for the Gold Star lead.

It was a happier Russ Thompson who finished second in B13 and seventh BTRDA driver, as he and Jane Nicol completed the event puncture free for once. Fellow Mitsubisi Lancer crew Mathew Hirst/Declan Dear were equally pleased to make the finish despite Hirst jarring his wrist after hitting an unexpected bump.

Rounding off the top 10 BTRDA runners on the weekend were the Fiestas crewed by Charles Payne/Carl Williamson and Hugh Brunton/Drew Sturrock.

Gearbox woe can't thwart Naylor and Bishop

RF 2.0 category winners Tom Naylor/Tom Bishop overcame gear linkage issues on their Ford Fiesta ST, as Brendan Leonard/Glenn Mercer secured the N3 win in their similar car despite suffering in other people's dust.

Despite a late spin, Steve Black/Paul Morris got back to winning ways, leading the 1400cc runners home in their Suzuki Swift. Edward Wain/Noel Murphy overcame fuel pump issues to win class 1400C in their MG ZR.

The production class win went to Pat Naylor/Ian Lawrence in a Mitsubishi Lancer E9, and youngsters Ioan Lloyd/Sion Williams took another R2 win despite a few moments in their Peugeot 208.

In the Historic classes, Baz Jordan/Arwel Jenkins didn't push so hard in the afternoon, and their times improved as a result, rewarding them with the H3 win. Meanwhile, Scottish visitors Tom Coughtrie/Ian Fraser caught a number of cars on their way to winning class H4 in their Mitsubishis Galant VR4.

There was a win in class B11 for Nick Dobson/Jonathan Turnbull, as fellow Ford Escort crews battled for the B12 win, which went to Owen McMackin/Dai Roberts who survived an altercation with a chicane to beat Ashley Davies/Sam Fordham, who were hampered by clutch problems, by just 1.1 seconds.

The H3 class victory went to a very calm Baz Jordan...

RALLY REPORTS

Photos: Russ Otway

BRITISH HISTORIC CUP: TRACKROD RALLY BY PAUL LAWRENCE — SEPTEMBER 24-25

Second victory of the year gave Nick Elliott the Historic title for 2021

Matt Robinson slipped up in his Escort in the chase

ELLIOTT HEADS THE YORKSHIRE 'GP'

Paul Lawrence watched as the Ford Escort man lifted the crown after a dramatic forest battle

RESULTS

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Nick Elliott/Dave Price	Ford Escort Mk2	1h00m42.9s
2	Roger Chilman/Iwan Jones	Ford Escort Mk2	+12.9s
3	David Brown/Steve Bielby	Ford Escort Mk2	+2m08.0s
4	Alistair Ginley/Craig Thorley	Ford Escort Mk2	+2m14.4s
5	John Lowe/Emily Easton-Page	Ford Escort Mk2	+2m59.2s
6	Ben Friend/Cliff Simmons	Ford Escort Mk2	+3m42.6s
7	Barry S-Wheeler/John Pickavance	Ford Escort Mk2	+4m04.3s
8	Robert Gough/Alan Walker	Ford Escort Mk2	+4m07.1s
9	Chris Browne/Ali Cornwell-Browne	Ford Escort Mk1	+4m17.6s
10	Phil Squires/Mick Squires	Ford Escort Mk2	+5m36.8s

Class winners: B4: Bill Douglas/Dave Barratt (Volvo Amazon); **B5:** Rikki Proffitt/Graham Wild (Porsche 911); **C2:** Stuart Cariss/Linda Cariss (Ford Escort Mk1); **C3:** Ben Smith/Steven Smith (Ford Escort Mk1); **C5:** Browne/Cornwell-Browne; **D2:** Malcolm Mounsey/Ronald Mounsey (Talbot Sunbeam Ti); **D3:** Dave Forrest/Jamie Forrest (Ford Escort Mk2); **G2:** Tim Metcalfe/Paul Turner (Ford Escort Mk2); **LR1:** Barry Connolly/Philip Cook (Land Rover 90 Wolf XD).

Roger Chilman was back to his consistent best

The destiny of the Trackrod Historic Cup went down to the final stage on Saturday afternoon and the dice rolled in favour of Nick Elliott and Dave Price as arch rivals Matthew Robinson and Sam Collis took a wheel off their Escort Mk2.

The result, coming soon after the asphalt stages of the Three Shires, confirmed Elliott and Price as British Historic Rally champions for 2021 as two wins from the three planned events have put them in an unbeatable position.

The Trackrod is rallying's Yorkshire historic grand prix covering six flat-out stages in the epic Yorkshire forests, which had lain unused for almost two years. On a warm and balmy Friday night, that enforced sabbatical was broken in some style as the sound of BDGs being revved towards five figures filled the air when the opening 11-mile stage ran up and down the flat-out Riggs that typify Dalby forest.

With so many crews some way from being match fit in terms of gravel seat time, that opening stage was always going to lay the battle lines ahead of another 45 miles on Saturday taking in Cropton, Gale Rigg, Staindale, the sublime adrenaline rush through Langdale and a second visit to Dalby.

Elliott, back on gravel for the first time since February 2020, summed it up. "Dalby was as treacherous as always in the dark," he said. "Sadly we bent the steering in the quarry, then got held up with cars off everywhere. I was glad to get out of there."

In fact, Elliott had done better than simply get through it and emerged in second place to pacesetters Roger Chilman and Iwan Jones before heading off to the RSD workshops in Malton to fix the steering. Elsewhere, a notorious firebreak claimed Pete Littler and badly delayed Ben Friend/Cliffy Simmons while Pete Slights rolled his Escort out of the rally on the same stage. "We dropped two minutes beached up the firebreak," said Friend.

Though expecting to drop time in the dark, Steve Bannister was within two seconds of Chilman while Robinson, not entirely at home in the dark, dropped 10 seconds. Simon Webster, meanwhile, lost time when caught in dust as Friend rejoined and dropped around half a minute. Sadly, gearbox failure put Webster/Jez Rogers out after two stages on Saturday.

There was clearly something other than his favoured KFC on the Robinson breakfast menu on Saturday morning as he scythed through Cropton a whopping 12s up on Elliott to take an immediate lead. 'Robbo' then went over the road into Gale Rigg and added a smidge more both there and in Staindale to reach service with a slender 4.7s margin on Elliott. Chilman was well in the mix, eight seconds back while Friend showed what might have been by being fastest of all through Staindale.

Next up, 13.2 miles of fast and flowing Langdale should have put some daylight into the times but just 2.3s split the top four as Friend beat Robinson, Elliott and Chilman in an incredibly evenly matched contest.

All that remained was a re-run of the Dalby stage, now in the daytime and Robinson started the stage with 4.5s in hand over Elliott. Sadly, the battle to the finish was ended by a large hole that had developed. Elliott hit it and bent the steering for the second time in 18 hours but Robinson fared even worse as it took a wheel off his car and his rally was over.

Elliott still managed to win the stage as Friend also damaged his steering and Elliott arrived in Filey for the finish with 12.9s in hand over Chilman. "Luckily we got out," said Elliott. "Sadly for 'Robbo' he hit the same hole and it took a wheel off. Otherwise I'm certain he would have beaten us."

Chilman was his usual quick and consistent self to move up to second while the demise of one or two frontrunners, including Bannister after Gale Rigg, opened the next three places up to three crews who had a real day in the sunshine with great performances. From a fine battle for third, David Brown and Steve Bielby narrowly headed Alistair Ginley/Craig Thorley with John Lowe and Emily Easton-Page chasing along in fifth.

Friend deserved a whole lot more than sixth after some mighty stage times but could never claw back the time lost on Friday night. Meanwhile Barry Stevenson-Wheeler and John Pickavance should have been in the midst of the battle for third but a self-inflicted delay in the final Dalby cost them more than a minute and a half. However, Wheeler summed up the feeling of many: "Nine and a half grand in top gear on gravel is just awesome," said the Escort Mk2-BDG driver. Robert Gough made a rare foray across the Pennines with the versatile Alan Walker riding shotgun and bagged eighth despite losing two minutes to a puncture.

Keeping it in the family for class honours

While the big guns slugged it out at the head of the results, there were all sorts of battles going on in the classes, five of which fell to family pairings. Most notable was husband-and-wife Chris Browne and Ali Cornwell-Browne and from the outset it was clear that a forest outing promotes matrimonial harmony as they had a brilliant run to ninth overall in historics and a clear Category 2 victory.

Chasing the Brownes in Category 2 were their old friends the Smiths as young Ben Smith drove a fine rally with his father Steven, a BHRC champion, on the notes in their Pinto-engined Escort Mk1.

Given Ben's lack of gravel experience, it was a most impressive performance as they took class C3. Husband-and-wife Stuart and Linda Cariss, the fastest pensioners in Yorkshire, were next up as they claimed class C2 in their 1600cc Ford Escort Mk1.

In Category 1, Rikki Proffitt and Graham Wild were the class of the pack in their Porsche 911 over the legend that is Bob Bean and his able sidekick Captain Thompson (Lotus Cortina) while Bill Douglas and Dave Barratt bagged class B4 in their Volvo Amazon. Brothers Dave and Jamie Forrest and Malcolm and Ronald Mounsey also secured class wins.

Browne and Cornwell-Browne lifted Class 2 success

Advertising enquiries: 01732 446757

IN BRIEF

Jokers of the pack
Both Matthew Wilson in BRC1 and Elliot Payne in the National title chase elected to nominate the Trackrod as their Joker points-boosting round. However, the trend of no drivers securing the maximum five in any class this season continued. Wilson was on course to add four extra points to his season total but had to settle for three – a four-point swing – from his final-stage error. Payne meanwhile retired on the final stage with an electrical problem.

Jennings' class switch
Garry Jennings ran a larger turbo restrictor in his Ford Fiesta R5 on the Trackrod, thus entering him into the National class as opposed to the main BRC1 field. Jennings is a bit of an anomaly as his Fiesta is right-hand drive and against the FIA's homologation. The change moved him to class NRC7 to NRC6. "We're not too worried where we race, we're just here to enjoy ourselves," said Jennings' co-driver, Rory Kennedy. They scored their best result of the season in sixth overall.

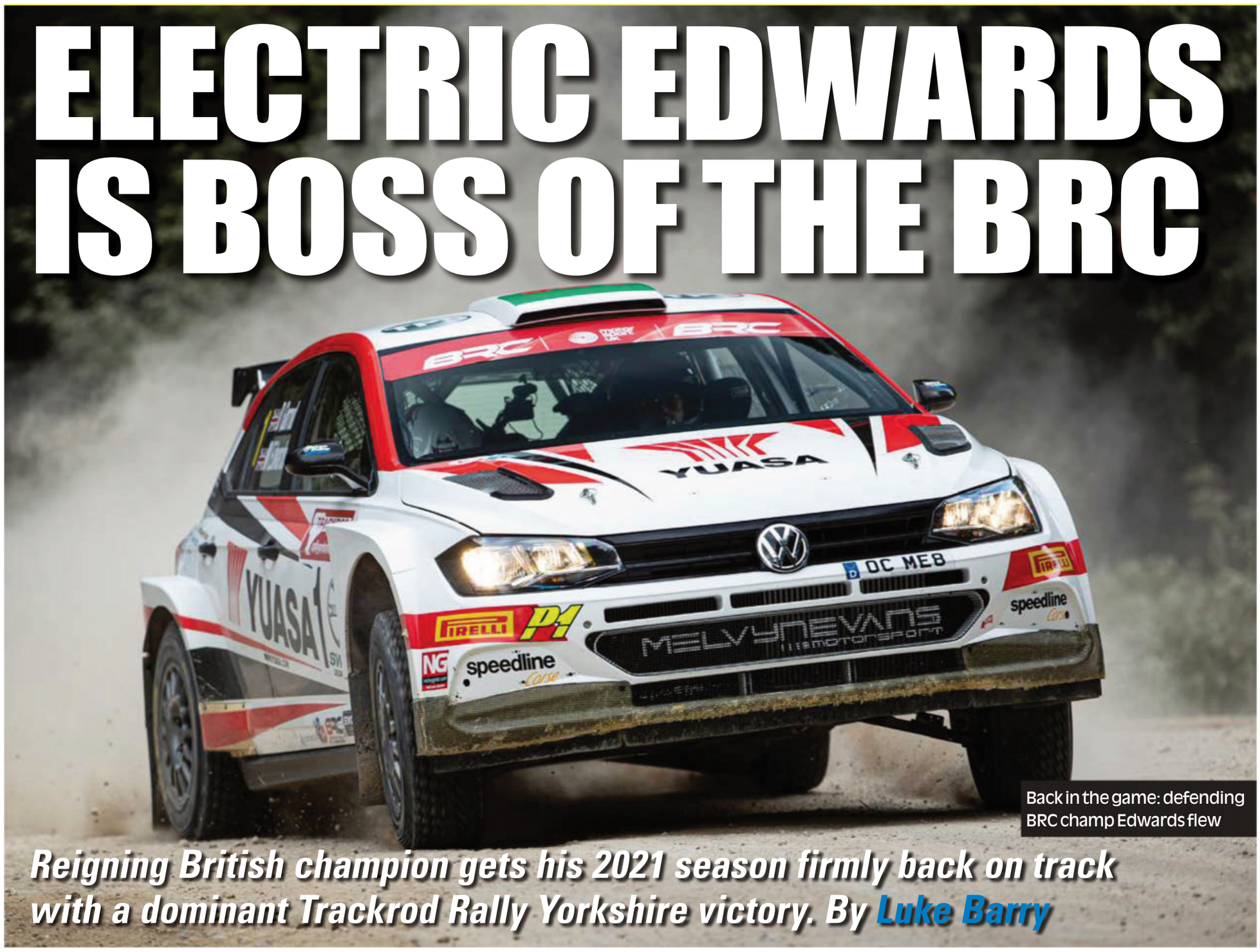
Armstrong rolls out
Fraser Anderson's barren run continued on the Trackrod as he surrendered a 48.7s Academy Trophy lead with a penultimate-stage roll. Anderson looked to have the measure of rival Johnnie Mulholland in their identical Fiesta R2s, but his second DNF in a row made Mulholland's job easy who now looks the overwhelming favourite for the class title with three wins from four in 2021.

A slight return
David Henderson returned to a round of the British Rally Championship (albeit not registered for points) for the first time since 2002 – which was also the year he last competed on gravel. But Henderson's Ford Fiesta R5 wouldn't make it out of the first stage on Friday night as he got caught out seven miles into the 11-miler, disappearing off the road. He eventually got back to service but didn't have the necessary parts to make a repair.

Under the weather
Alan Carmichael's event was fraught – and not just because of the challenging stages. The Hyundai i20 R5 pilot, competing in the National class, battled through the first stage with a migraine headache, far from ideal in any case but even more difficult when rallying in the dark. Carmichael reckoned he was "feeling 90%" come the dawn of a new day and he eventually managed to hustle his Hyundai to 11th overall, fourth in class.

Tight timing
For the first time this season, stages times were recorded down to a tenth of a second on the Trackrod Rally. Times on most national rallies, not just BRC rounds, are usually recorded this way but after the pandemic, the new contactless timing system at the end of stages hadn't been set-up to count tenths of a second. This was rectified for round four, and MN understands the rest of the season will be timed this accurately, too.

ELECTRIC EDWARDS IS BOSS OF THE BRC



Back in the game: defending BRC champ Edwards flew

Reigning British champion gets his 2021 season firmly back on track with a dominant Trackrod Rally Yorkshire victory. By Luke Barry

There's a reason why most of Matt Edwards' rivals pointed to him as the favourite for yet another British Rally Championship title prior to Trackrod Rally Yorkshire – even if Edwards' belief was that the pressure was mounting after his mechanical retirement on the previous round in Scotland.

Edwards is now very much the danger man as his Volkswagen Polo GTI R5 blew the rest of the contenders into the weeds to record a clear 32.8-second victory in Yorkshire last weekend.

Returning to the BRC schedule for the first time since 2013, the Trackrod – like last month's Grampian Forest Rally – was seen as a bit of a leveller given that most of the field hadn't seen the stages for years, and none had four-wheel-drive mileage. The crews were also in for a seriously demanding start as they tackled 11.23 miles of the classic Dalby stage – in the dark.

As number-one seed Edwards was first to emerge, content with his run. "That was terrifying but awesome," he said, unaware precisely how 'awesome' his stage had been. Team-mate Osian Pryce was next in, but 17.3s had been lost. His Polo had come into a square-right too hot, forcing him to reverse. Plumes of hanging dust in between the trees only further hampered his cause.

All smiles: Winner Matt Edwards

Osian Pryce ended the Trackrod as BRC points leader as his consistency underscored Edwards' victory

It was a similar story for Grampian winner Matthew Wilson, who incidentally set the exact same time as Pryce to share second place overnight. M-Sport team-mate Rhys Yates was less fortunate, dropping an extra 2.9s as his front-right Michelin had lost its air. "I just can't buy a f***ing break, man," he said as MN approached him mid-tyre change at the end of the stage.

There was trouble for Keith Cronin, too. The four-time champion had pulled up to the first time control, switched his Ford Fiesta Rally2 off to get his helmet on, but when he jumped backed in and fired the car up, it had dropped to three cylinders. Somehow he and co-driver Mikie Galvin managed to cure the sick engine before taking the start, but it was misfiring throughout the stage and they arrived at the stop-line well out of position having lost 24.4s. Not ideal, but it represented impressive damage limitation.

Ollie Mellors was another in the wars, picking up similar issue to both Yates and Cronin. Mellors' Proton Iriz R5 was misfiring and had also punctured. "I don't know what's going on," he fumed. "Maybe it's time for me to pack up [and go home]."

Several drivers therefore had valid reasons to chalk Dalby 1 up as a missed opportunity, but the simple fact was that Edwards had managed to find 1.5s per mile over any of his competitors. He was in another league.

Pryce was consequently aware that he was facing a bit of an uphill battle on Saturday morning. Asked if Edwards was catchable, Pryce's answer was simple: "Not unless he has a problem."

Unfortunately for Edwards' rivals, that problem never came. Melvyn Evans Motorsport had worked relentlessly to diagnose the misfire that had afflicted Edwards' Polo on the two previous rallies, and it had paid off. Everything was working in perfect harmony, and Edwards

Photos: Jakob Ebrey

Perez brought his Fiesta home in ninth overall

Matthew Wilson completed the podium as fastest non-VW

William Creighton took Junior British Rally Championship honours

CREIGHTON WINS; BELL'S WOE

Junior WRC driver William Creighton got his Junior BRC season back on track with a win in Yorkshire, as closest rival Ruairi Bell was beset with yet more misfortune.

The contest was effectively a two-horse race following the night-time Dalby test on Friday.

Bell got the better of Creighton by merely 0.9 seconds in 11 miles, but it was a brutal evening for several of their rivals.

Eamonn Kelly had never done a night test before and found it tough, Finlay Retson dropped a minute with an off-road excursion, as did David Kelly who confessed he was "lucky there were spectators otherwise we weren't getting back on."

Eddie Lewis was kicked the hardest however as his Ford Fiesta Rally4 was without both third and fourth gears almost immediately off the line, and he then went off the road for good measure.

He lost five minutes and retired on Saturday with his gearbox still playing up.

Creighton deposed Bell of the lead on the second day but led by just 10.7s before Bell began falling backwards. Forced to retire from the Grampian with a mechanical problem, Bell lost a driveshaft on SS5 this time and fell all the way down to sixth place.

"I don't really have much to say, efforts are not being reciprocated and it's painful," he said as he reflected on a bruising event.

Bell's slide opened the door for a "drained" Eamonn Kelly to swoop in and grab second, protecting his series lead.

On just his second event in a Rally4 Fiesta, Jason Dickson completed the podium but was usurped by Kelly on the final test.

Kyle White had been third before a broken water pump forced his Peugeot 208 R2 out.

and co-driver Darren Garrod were unstoppable.

Fastest on Saturday's opener – Cropton – was the warning sign that Edwards wasn't about to simply protect his lead; Edwards admitting to driving "as if it's all square" so that he could suss out the relative pace. His right boot was never off the loud pedal across the day though, winning all but one stage to bank his second win of the season.

"It was comfortable from the word go last night and the same today really," reflected the winner. "Credit goes to everyone that's supported us the last few weeks since the Grampian, it's been tough to solve a problem you're not sure of and pick the motivation back up because we were going well up there and robbed of a good result.

"One team; one dream. Everyone wants to win and when you're surrounded by great people it makes the job a whole lot easier. It's been hard work but we're back where we want to be."

With Edwards in his own division, the intrigue was therefore in the scrap for second. Pryce was annoyed at himself, admitting "I don't know what I'm doing" as he'd fitted too soft a compound of Michelin onto his Polo. This tyre call was what allowed Wilson to nose ahead but there was just 2.5s separating the duo heading into the afternoon session.

A change of tyres sharpened Pryce's attack and he won SS5, albeit by just 0.5s, to keep Wilson in his sights heading back into Dalby. In Wilson's co-driver Stuart Loudon's words, "we would've had him no bother", but an overshoot half a mile from the end of the test was a gift Pryce would gladly accept.

Second was his by just 0.8s.

"It's better than third, it's better than being down in that bank down there the other night!" said Pryce. "It's a shame we didn't go on these [tyres] this morning, I can't believe how much they've worn. I really can't believe it."

Mellors recovered to fourth – a position that had long belonged to a slightly off-colour Yates before he gave up three minutes with a "weird" front-right puncture. He was more accepting of his fate than the night before – "sometimes you get them" – but all in all it was "a shit day at the office." Cronin should've been the one to profit from Yates' puncture but a broken alternator belt in service meant he left 12 minutes later than his permitted time and accumulated a two-minute time penalty for his troubles.

Cronin therefore salvaged seventh, one spot ahead of Yates with a "delighted" James Wilson securing his best-ever BRC result to date with fifth in the points. Seb Perez was sixth, just 3.1s up on Cronin.

With his fourth podium from as many rounds, Pryce is the new championship leader but his advantage is just four points over Edwards despite his team-mate's DNF last time out. Yates' paltry four-point haul dumps him from the top of the table to third, tied with his M-Sport team-mate Wilson, 13 points adrift.

RESULTS

Trackrod Rally Yorkshire British Rally Championship
Round 4/7 When: September 24-25 Where: Filey, Yorkshire

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Matt Edwards/Darren Garrod	Volkswagen Polo GTI R5	53m17.0s
2	Osian Pryce/Noel O'Sullivan	Volkswagen Polo GTI R5	+32.8s
3	Matthew Wilson/Stuart Loudon	Ford Fiesta Rally2	+33.6s
4	Ollie Mellors/Max Freeman	Proton Iriz R5	+1m50.2s
5	Stephen Petch/Michael Wilkinson	Ford Fiesta WRC	+2m24.3s
6	Garry Jennings/Rory Kennedy	Ford Fiesta R5	+2m34.2s
7	James Wilson/Arthur Kierans	Hyundai i20 R5	+2m45.5s
8	Garry Pearson/Niall Burns	Skoda Fabia R5	+2m54.4s
9	Seb Perez/Gary McElhinney	Ford Fiesta Rally2	+3m17.0s
10	Keith Cronin/Mikie Galvin	Ford Fiesta Rally2	+3m20.1s

Class winners: BRC1: Edwards **Junior BRC:** William Creighton (Ford Fiesta Rally4) **BRC Academy:** Johnnie Mulholland (Ford Fiesta R2) **BRC National:** Stephen Petch (Ford Fiesta WRC) **BRC standings (after 4/7 rounds):** 1 Pryce 66; 2 Edwards 62; 3 Yates 53; 4 M Wilson 53; 5 Sam Moffett 37; 6 Josh Moffett 24; 7 Cronin 22; 8 Perez 20; 9 Tom Cave 18; 10 Mellors 16

PETCH GRBS NATIONAL WIN

Garry Pearson looked set for a second National BRC victory of the season, leading the way by close to a minute only to end up third at the finish.

Armed with a Skoda Fabia R5, Pearson was in a class of one on the opening evening to lead by over 40 seconds. From there he was afforded a more relaxed Saturday and he gradually began building on his lead. But it all went wrong on the longest stage of the rally, Langdale. Pearson was caught behind the ailing Rhys Yates who was running on a puncture, but he had more to worry about than just time loss. His Skoda had swallowed plenty of dust which caused a turbo problem, and that meant he had to complete the last 11.2-mile stage in road mode.

Stephen Petch was there to pounce. He was impressive and stole his first BRC National win by just 9.9s over an equally impressive Garry Jennings.

A dejected Pearson wound up 30.1s down ahead of Alan Carmichael's Hyundai and Charlie Payne's Ford Fiesta WRC.

Petch topped National entry

Winner Edwards goes four points off the BRC title lead

Advertising enquiries: 01732 446757

FEATURE

ANDREW MARRIOTT
A NEWSHOUND FOR ALL SEASONS

The initials ARM at the bottom of a Motoring News article guaranteed an expert insight into the sport we all love. By Andy Hallbery

Hero parade: Mario meets Marriott

For long-time readers of this publication, Andrew Marriott, or ARM, needs no introduction. For those who don't know, 'Pit Lane Andy' started as a junior reporter for Motorsport News, formerly Motoring News, in 1964, and soon graduated to Formula 1.

Then with journalist and broadcasting partner Barrie Gill, he formed CSS that grew into one of the most successful sports management agencies, as you will read.

While answering your questions, Marriott revealed that he has worked out that he has interviewed all but three of the Formula 1 World champions, which is quite something.

He has stories aplenty, and this is just a taster. He is working on a soon-to-be-published book enitled "Is There Much More of This?", which is bound to be full of even more great tales.

Strap in for some great stories and memories.

Question: How did you get interested in racing?
Harvey Belmont
Via email
Andrew Marriott: "I got interested in racing because my father worked for the Sunbeam Motor Company at the latter stages of the record-breakers that they were building.

"He was a pattern maker so he made some of the actual patterns for the castings that went into the record-breaking cars. He was into motor racing, but he was also an outstanding golfer, and the golfing took preference really. But he took me to race meetings, before I was a teenager. The first racing event he ever took me to, actually, was a hillclimb at Shelsley Walsh when I was four years old. I still kind of remember it in a funny sort of way."

Question: What was your first grand prix? Were you working or were you spectating?
Nicola Bell
Via email
ARM: "OK... Let's rewind a little bit. I did spectate at some non-championship Formula 1 races like the Oulton Park Gold Cup. I saw Stirling Moss winning in the Ferguson P99. That was a good memory.

"But then even when I was 17, I was freelancing for Motoring News – as it was then – and I got to report on the 1964 2000 Guineas. It was a Formula 1 race at Mallory Park and in it, on the front row of the grid was Jack Brabham, Jim Clark, and John Surtees. Surtees won and

Photos: Motorrsport Images, Andrew Marriott

Bug jam: Road testing for Motoring News

I reported that race for MN. So that's the first Formula 1 race I reported.

"Then when I was 21, I left Derby where I was designing – believe it or not – incinerators for hospitals. It was not a great job. I'd done a lot of stuff for MN by then. So when they approached me to ask if I wanted to join full time, that's what I did.

"I was covering Formula 2. And in 1966 the late Mike Twite was ill and he couldn't do the French Grand Prix at Reims. So that 1966 race that was my first grand prix report. It was the famous race when Jack Brabham won after Lorenzo Bandini broke down, and he tried to use the wire out of the fence to try and fix the throttle linkage.

"I left MN in 1970. And went and did a year running the factory March Formula 3 team and then the end of the season I went back to writing with Motor Sport magazine, and then I carried on covering Formula 1 races."

Question: Dear ARM, I've been reading Motoring News since the early 1960s and I still enjoy it as much today as Motorsport News. You must have some great stories of your colleagues like Alan Henry and all the others?

Archie Hall
Via email

ARM: "Yes. I have plenty of lovely memories of Alan. But more of people like Mike Doodson really. MGD I recruited even though earlier I had asked him to do a report on a non-championship race at Oulton Park. He got writer's block and never did it.

"In the end I found out that there Australian boy called Peter Windsor who was actually at this race meeting, I was somewhere else. Peter told me a lot of stuff and I wrote the report… But I refused to put MGD at the end of the report and put AWOL instead, 'absent without leave'. I'm still very friendly with Mike and he only told me about [the writers' block] a couple of years ago because there were a lot of other excuses back then.

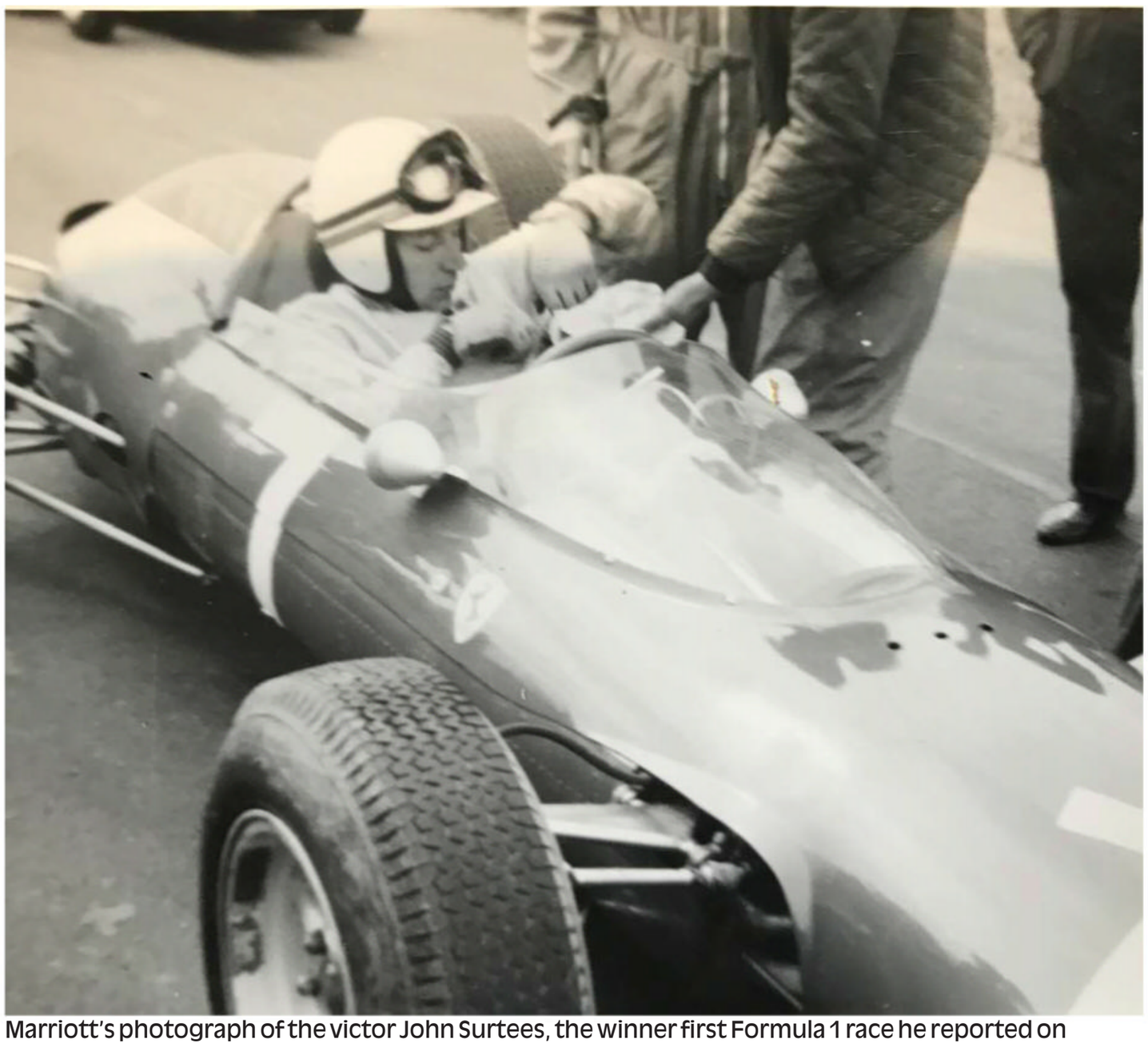
"We sent Mike off to a Brazilian Formula Ford series at one stage, and he went for the best part of a month. He went without speaking any Portuguese and he came back speaking fluent Portuguese. He's got that sort of mind.

"And also you know MN had some crazy rally editors in those days like Gerry Phillips. When I first got there at the rally editor was John Davenport. He held all the records for crashing cars – he said he had tunnel vision. And then Chris Witty – he holds the record for getting parking tickets.

"Those were very happy days with people like that because Mike Cotton was the editor at the time. I was called the sports editor or something similar like that. Then there are silly stories like queuing up at [legendary owner] Mr [Wesley J] Tee's office to get a chit so you can make a phone call after lunchtime because it was cheaper. You had to wait until after lunchtime to get a hot story from Team Lotus because you couldn't phone them from London in the morning.

"What a great grounding place it was at Motoring News, what a great place to be to learn. You got paid peanuts… But you did get a nice car and you got to go on trips, and in the forthcoming book there is much more of this. I write the story about how I queued up outside Mr Tee's office trying to get a trip to the 1968 Argentine Temporada series and thinking I didn't have much chance. I made a presentation to him… I knew Autosport weren't going, I knew Piers Courage was going, and it

continued on page 22



Marriott's photograph of the victor John Surtees, the winner first Formula 1 race he reported on

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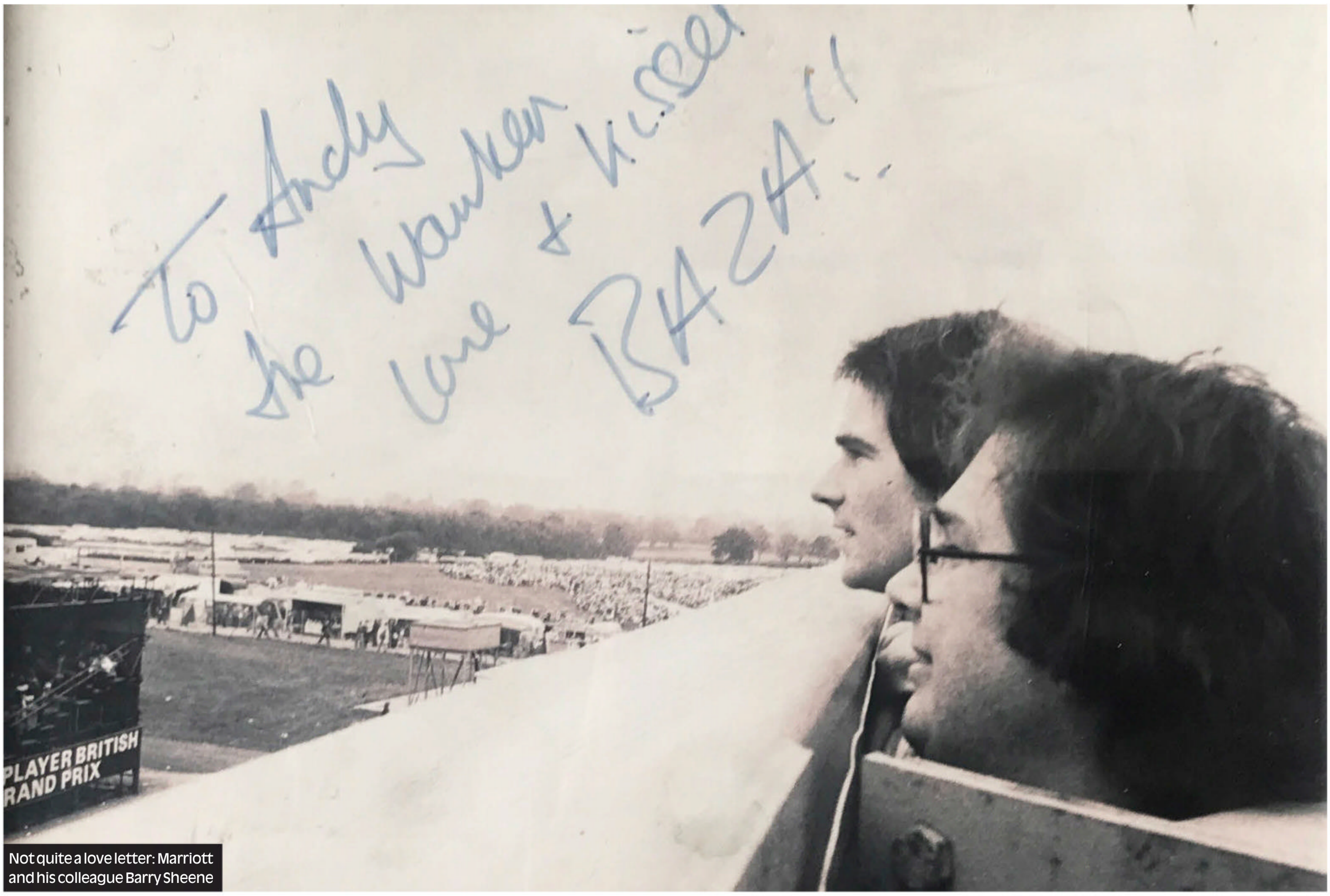
FEATURE



Not quite a love letter: Marriott and his colleague Barry Sheene

was December so there wouldn't be much to fill the paper with. Long story short, he said, 'go and get the travellers cheques'. I went for a month…"

Question: In preparing for this feature you sent us a photo of you in the Bond Bug. Please explain?
Motorsport News
ARM: "I was running the March factory Formula 3 team, but I had I already decided it was not a great career move. So I agreed to go back to Standard House, Motoring News and Motor Sport. Somebody came to me and said, 'We got a Bond Bug, and nobody wants to road test it. You're coming back, will you write it?'

"So I picked up this bloody orange wedge shaped thing. I had been to the event where a bloke called Stuart Marshall put one on its side actually at the press launch. I road tested the MN one, and I beat my record back from Snetterton in it. The things were really quick because they were so light, and a nice little engine.

"I took it back to our offices in Standard House and they said 'we don't have any pictures of it.' So John Dunbar who was the chief photographer, said, 'just drive around Finsbury Square'. I'd been able to get this thing up on two wheels, it looks quite good. But you can only really get it up on the back wheel up on one side because of the weight distribution of the thing. We got the pictures and there's the most marvellous photo of me with this sort of city gent looking at me driving it.

"Then John got back in the car, had the photo equipment on his lap and we were on our way back to Standard House. There was a 90-degree right turn into Bonhill Street. Dunbar said to me, you wanker, you never really got the wheel off the ground…. So, I thought 'I'll show him!' I turned into Bonhill Street. To this day I don't know if you can understeer with only one wheel at the front!

"Over it went, and there was a great high kerb there, and it slid down the bloody road on its side with bits of orange fibreglass everywhere, in front of a dole queue. There used to be what we call the old age Labour Exchange there. And there were about 20 people got wonderful views of this thing sliding down the road. It came to rest sort of on his side on this high kerb. John and I moved our bodies in unison and the thing dropped back on three wheels!

"I drove it back into the Standard House car park, and the bloke from Reliant who was taking it back, was already there waiting. I said, 'I'm sorry I just tipped it over'. He said, 'Don't worry many have done that… Anyway, I'm not going to take it now. I'm going to go to lunch, my brother works in Finsbury Square.' So he then had to walk past all this bloody orange fibreglass on the road in Bonhill Street! It was hilarious, and that is the Bond Bug story. There are all sorts of silly stories like that. I loved every minute of it really."

Question: There are many embarrassing stories that I could ask you, but what's the highlight of doing the 555 Hong Kong-Beijing Rally in life on the road?
Ann Bradshaw
W Series
ARM: "OK, that's a good one. I put the whole Hong Kong-Beijing Rally package together for British American Tobacco who was a client at the time, after I'd left Motoring News and was in the sports marketing business.

"My highlight was seeing Hannu Mikkola spraying champagne in Tiananmen Square. So after he won the last day was sort of a blur. Also, we stood at the Great Wall of China, and one stage of the rally route went through an arch of the Great Wall. That was really something. That was the last stage and at the end of that stage and we knew Hannu had won, I must admit I did shed a tear then.

"It had been a huge campaign to put the whole thing together with a private team albeit with some ex-factory Audis, and beat three factory teams. Andy Dawson, who masterminded it did the most fantastic job. But, of course, we did have a very good budget, so the highlight was seeing the champagne spray in Tiananmen Square – before the tanks which came a couple of years later."

Question: You must have covered thousands of races. Can you pick a favourite, do you think?
John West
Via email
ARM: "I witnessed and worked on a number very memorable races over the years and picking a favourite is difficult. Two of them concern drivers who slept on my flat floor – John Watson winning the 1981 British GP in the carbon McLaren MP4/1, and Jody Scheckter wiping out the field at the 1973 British GP and I had to ghost his newspaper column afterwards. There were several memorable Le Mans – particularly the Allan McNish win in 2008.

"On two wheels there was the classic Barry Sheene-Kenny Roberts battle in 1979 British bike GP when Barry gave Kenny the V-sign – I was managing Barry at the time. From a rallying standpoint, it has to be when I co-drove Andy Dawson to victory in the Chequered Flag Stratos on the 1976 Mintex International.

"But the all-time favourite is a race I wasn't actually at – the 1976 Japanese GP when James Hunt took the title. I was 'calling' the race for ITV in the ITN Studios in London on a black and white monitor. We were managing

"I wanted to prove that I could lift up the inside wheel"

Andrew Marriott

Jack Brabham in France in '66, ARM's first World championship GP

Taking victory in the Mintex Rally in 1976

James at the time and I did master of ceremonies role at the victory press conference at Heathrow when he arrived back in the UK… He was very much worse for wear and had a mechanical monkey with him which held a pair of cymbals. I think a fan had given it to him.

"Every time a reporter congratulated him he pressed a switch and the thing bashed the cymbals together. But that race in the rain at Fuji was incredible – hardly anyone remembers that another of my favourites Mario Andretti won the race."

MN: And your favourite track to work at?

ARM: "Again difficult to decide, I have worked at almost 150 different tracks – I used to like Silverstone in the old days with just one paddock and flat-out Woodcote. I had lots of happy times at Kyalami, Phillip Island has the best setting and I love everything about Le Mans, awesome track, great surroundings, but if I have to choose one it has to be Daytona.

"The place is just huge and so much history. I have worked there on the big 200 bike races, the 500 on a couple of occasions – even interviewed Hulk Hogan at one of them – and Historic events but mainly the Rolex 24. [I have] done it lots of time for Speedvision/ Fox Sports with a great group of fellow commentators.

"I love seeing drivers from other disciplines joining forces with the sportscar aces and I love seeing cars high on the banking and the theatre that is Victory Circle."

Question: Journalists aren't supposed to have favourites who was your hero when you grew up and who is the best to work with?

Harry Noble

Via email

ARM: "While I grew up it was undoubtedly Mike Hawthorn. At large when he was battling for the World championship, when Stirling [Moss] should have won it, but Hawthorn won it. I was cheering for Mike. I just liked the look of him with the bow tie, the flaxen hair and the pipe – I just liked the image you know? Much more than the professional Stirling Moss! Much later in life I got to work a lot with Stirling and realised he was a miles better driver than Mike Hawthorn.

"The most professional person I have worked with, and actually I've spoken to very recently, without question or doubt is Mario Andretti. I handled the PR the year he won the championship for JPS and he was just a dream to work with he really understood the business. There have been other people I suppose that come close, in two-wheel racing, and that would be Barry Sheene of course.

"I did work closely with James Hunt. We managed James in his championship year. He could be frustrating because you weren't quite sure if you might get the real public-school boy and everything correct or you might get somebody whose being a big lunatic and you never knew which you would get. But it wasn't quite as crazy as most people made out, I don't think.

"I used to judge competitions with

continued on page 24

Alan Henry (top left) watches Marriott climb aboard a McLaren Can-Am car for a ride at Goodwood

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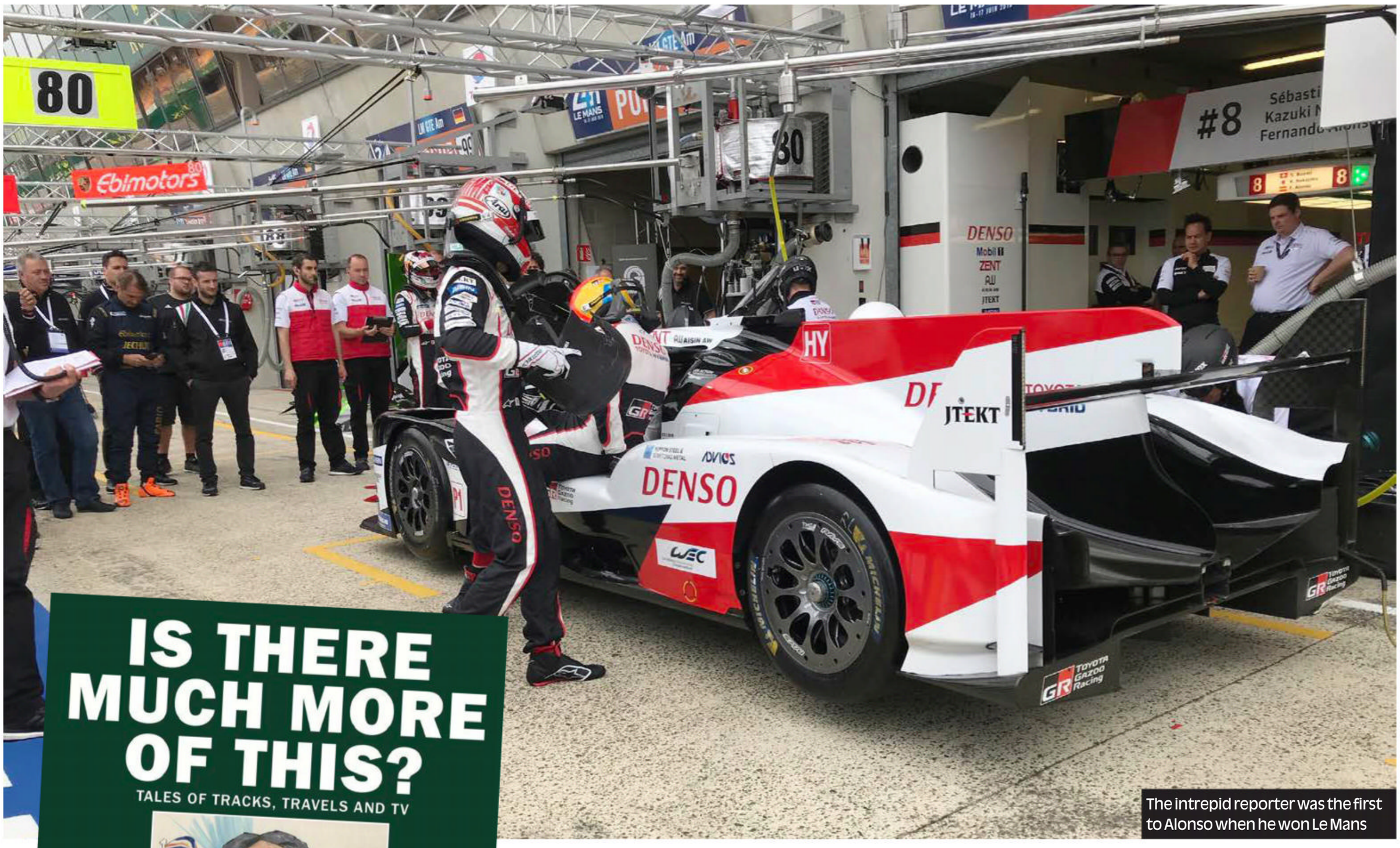
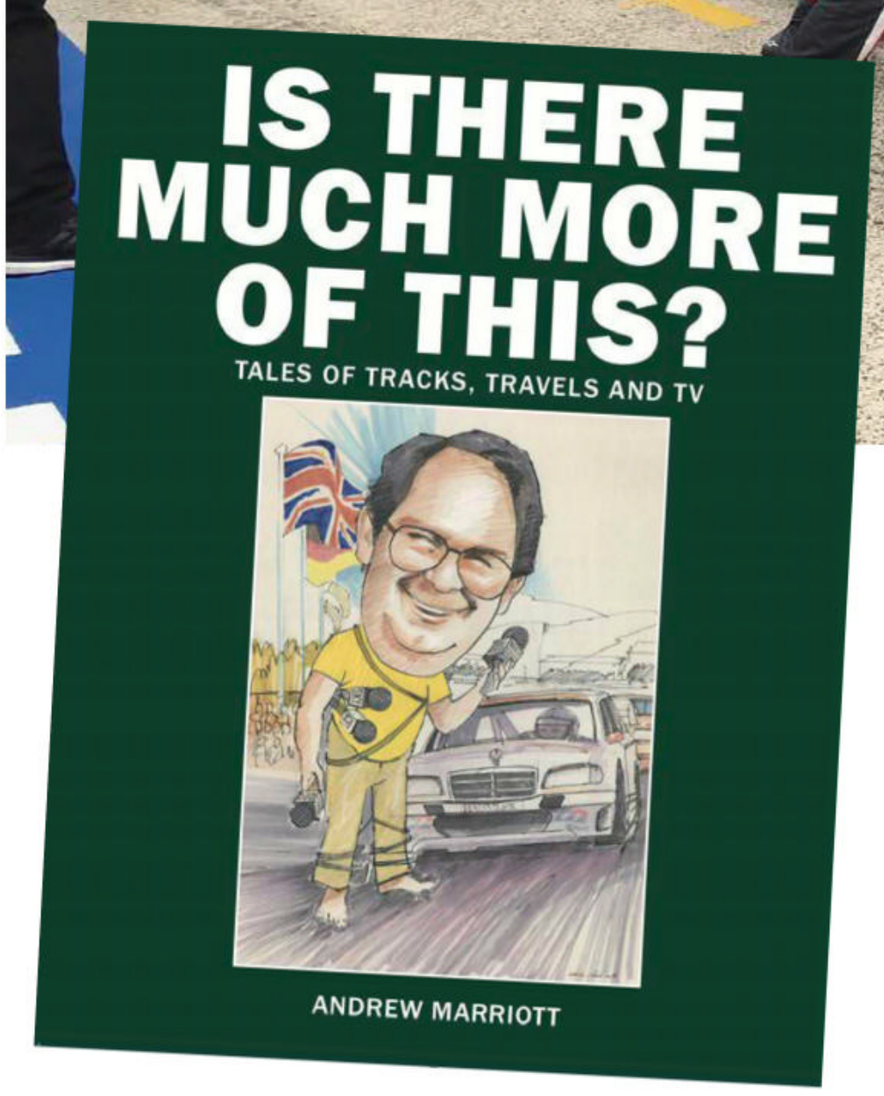
FEATURE



The intrepid reporter was the first to Alonso when he won Le Mans



ARM's book will be published soon with even more inside stories

The young reporter Marriott (l) with Roy Pike and Piers Courage

James, silly things. And you know then there were no drugs or anything and he took it quite seriously. I've been so lucky to work with so many great, great people.

"If the question was 'what is one of your greatest moments in motor racing?' it is being driven from the Buenos Aires Autodrome into the centre of Buenos Aires, with Juan Manuel Fangio driving. I have a lovely Michael Turner print signed to me by Fangio. That's one of my prized possessions.

"I did a little calculation the other day. I have actually interviewed every Formula 1 World champion except three, and that obviously includes Fangio. The three I haven't done are Giuseppe Farina, Alberto Ascari and Mike Hawthorn. I never met Hawthorn, even though he was my hero. I met a lot of motorcycle racers as well, a lot of rally ones too. A lot of World champions."

MN: That leads to another good question from Thom.

Question: You're obviously an all-rounder. If you have to choose one is it F1, rallying, sportscars, Indycars, DTM, motorbikes or anything else?

Thom East

Via email

ARM: "That's an interesting question and one I have asked myself. I'm going to have to say sportscar racing and particularly Le Mans. I don't know how many Le Mans I've covered because sometimes they would clash with the Canadian Grand Prix and I did the Canadian Grand Prix rather than Le Mans. I can't tell you exactly but I've certainly covered something like 50 or 51 Le Mans.

"I still love Le Mans and I still enjoy doing it and there is nothing better than reporting the pitstops particularly live to American TV, plus we were also being paid quite well. I love being right in the thick of the action. The last time I did Le Mans I was the first person to get an interview with Fernando Alonso after his car crossed the line to take victory. I pushed a few French people out of the way to do that…"

Question: I still have my little square John Player Formula 1 yearbooks from 1974 and '75. I was seven years old, and I learned so much from them, it was my education of Formula 1. Thank you! And I know that's not a question!

Andy Hallbery

ARM: "Thank you too! Those square-format John Player books were something I did when I was still Motoring News and actually I wrote quite a lot of it myself. I was looking at one the other day and some of the names of writers were just names I made up to make it look like more people had written stuff.

"I'm really proud of those and I think it was a really nice and useful format and it's a shame there nothing more like it. The Marlboro book that came after was a slightly different format but see we did quite a lot of books with people like Queen Anne Press that company was called it at time. That would've been a Barrie Gill deal because he was a great wheeler dealer to find deals like that.

"In fact now I think about it, that leads to why I left Motoring News. I could have stayed there a long time I suppose. I was doing quite a bit of freelance on the side including Lucky Strike cigarettes. They brought a Lotus 72 over for David Charlton to race. I did the PR for that and worked with a bloke named Mike Jacklin. We were at the South African Grand Prix, and Mike tells me he has got a big new job at Marlboro, to be basically number two to John Hogan, and he was looking for promotional ideas. I told him I'll figure something out for him.

"I sat on the plane flying home I had one scotch and I thought 'Ah what about a giveaway newspaper supplement in Motoring News?'. And then after the second scotch I thought that's a very good idea, and when I get home I will put it to Mr Tee and they could print it too.' Then another scotch I thought 'this is not a good idea at all because I'm gonna do all the work and I'm not going to get paid any more money by Mr Tee…'

"So I formulated a deal… I was only on I think a week's notice, so we went to secret meeting in Lausanne with Philip Morris with Mike and Hogie, who agreed to back this give-away newspaper and a month later we were delivering them to the Spanish Grand Prix.

"That was the start of CSS. Our whole business which at one stage employed 150 people was all built on that one idea. It was a jolly good job I decided that I shouldn't do it directly to Mr Tee, but it was a bit of a win-win because Teesdale [Tee's business] then got the

"You never knew which James Hunt would turn up at any event"

Andrew Marriott

Marriott rates Le Mans as his favourite motorsport event

job to print the thing. That was the founding of what was a great business."

MN: CSS became quite a big hitter…

ARM: "Yes. I'll tell you there's 150 people. They weren't all sports marketing people. We bought a business that made sporting signs for arenas. It was a very exciting time because if you think, in 1970 motor racing sponsorship was really just taking off, and managing people, drivers and stuff… We managed all sorts of people that are way outside motor racing.

"We managed the England soccer squad, we managed the England cricket team, we managed the snooker player Terry Griffiths, Alan Minter the boxer. It was a big old business and it was very enjoyable."

Question: Steve McQueen: The Man and Le Mans is one of my favourite movies on Netflix. It's a fascinating and honest insight. How did that come about?

John Castle
Via email

ARM: "Steve McQueen: The Man and Le Mans came out of my head, because I read the book by Michael Keyser, A French Kiss with Death.

"I'd had this little thought going around in my head for five or six years. I thought there's definitely got to be a film in that, based on the book. I had worked previously with two guys from ITV to make a film about James Hunt and Barry Sheene, When Playboys Ruled the World. I'd done really well with them.

"They set up a company, which is now hugely successful called Noah Films. They said to me after that, 'if you ever come up with any more ideas, let us know.' So, I did a little treatment on this Steve McQueen idea, following that period of his life when he was trying to be a big movie mogul, as well as an actor, as well as be a racing driver, and so on. I finally presented it to them, and then, of course, there were the questions; 'Can you find some money, we need to find a distributor, etc.

"Fortunately, we found a Hollywood distributor who would take it. And on the basis of that we then found two guys that they knew from school, who founded Skyscanner. One of them is a guy called Bonamy Grimes, who last year raced in the WEC with Johnny Mowlem. They funded the film. The film wasn't funded by Hollywood as some of them are. We found funding for it.

"The next thing was to try and track down Chad McQueen [Steve's son]. Justin Bell gave me a number for him. I was stuck at Turnbridge Wells railway station in the snow. It was terribly snowy day; I couldn't get back to my house. So I thought, I'll try this number. And I got straight through to Chad!

"I explained to him what I wanted to do, and he said 'I'll put you in touch with my guys'. We flew out to the Los Angeles area, and had a meeting with Chad which in itself was a bit bizarre because he had a very loud dog that was leaping about and barking a lot. And in the middle of negotiations, he was shouting at this dog to shut up!

"When we finished, he said, 'I think your guys are authentic. Let's do it.' When you're making a film like that, you either do it, warts and all, and don't deal with the family. But then you don't get all the insider stuff. Or you go with the family. We got lots of nice things like original scripts and things.

"We're working on another film, about the families of Gilles Villeneuve and Didier Pironi – more details soon!" ■

Marriott covered everything from grand prix racing to the mighty swamp buggies in his long career

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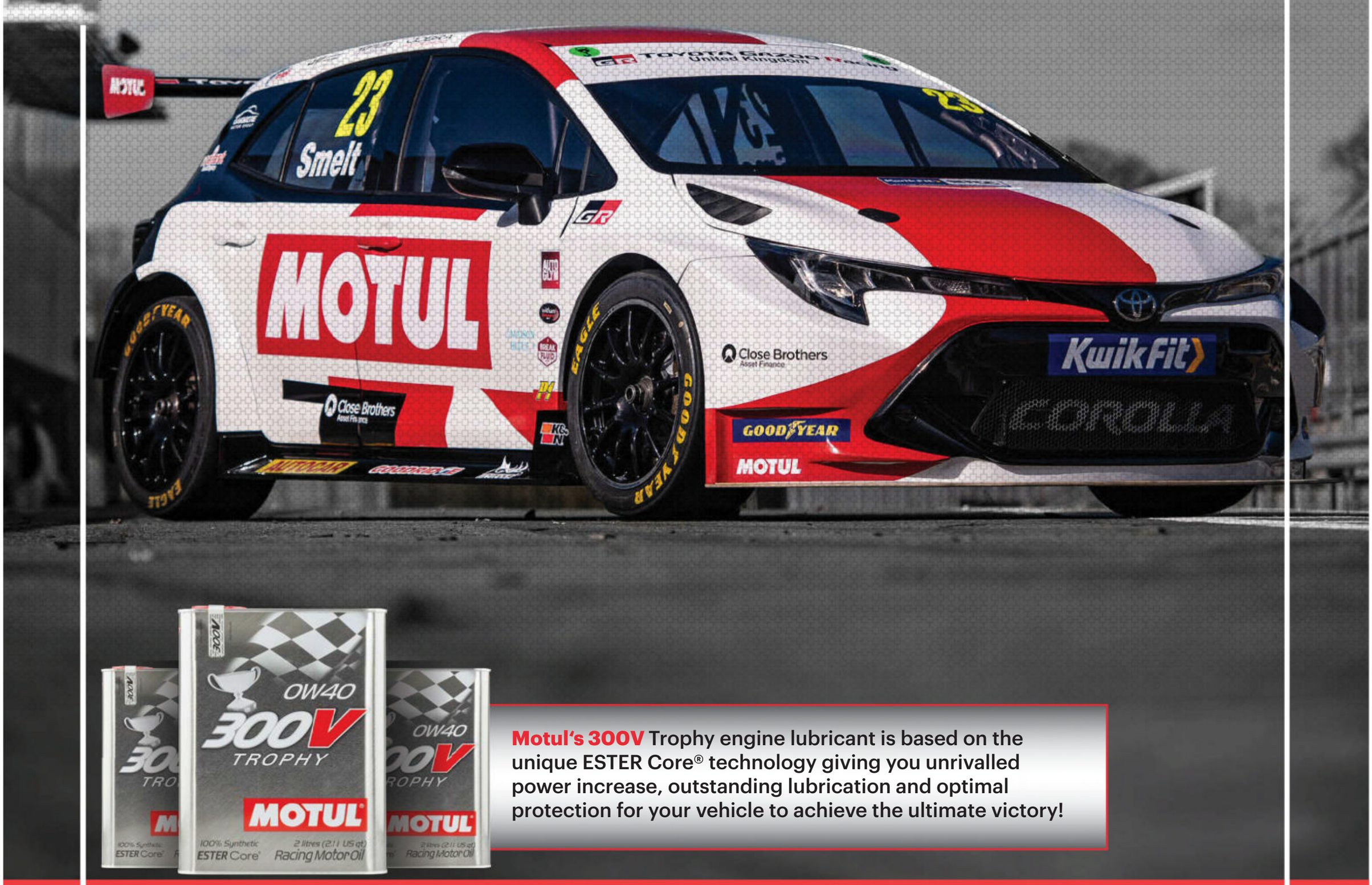

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GETTING OVER THE LINE

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Motul ambassador and British Touring Car Championship star Rory Butcher tells us about his season so far and his association with Motul Oils products

Among even the most casual fans of the Kwik Fit British Touring Car Championship, Scottish star Rory Butcher needs no introduction.

The 34-year-old from Kirkcaldy currently races a Toyota Corolla GR Sport for the Motul-partnered Toyota Gazoo Racing UK, operated behind-the-scenes by title-winning outfit Speedworks Motorsport.

Having started in the UK's premier tin-top series back in 2017, Butcher quickly demonstrated why he brought a plethora of GT and single seater accolades to the grid, and has since added seven race victories, a further nine podium finishes and an Independents title to his already-strong resume.

But motorsport runs much deeper in Butcher's veins than your average driver; his father Derek raced on both two wheels and four, sister Jillian enjoyed several years fighting at the front in both tin-tops and single-seaters, and brother-in-law Gordon Shedden is a triple champion and one of his biggest rivals on the BTCC grid.

Butcher's family also owns Knockhill Racing Circuit, the scene of his early forays into the world's fastest sport.

"My introduction to motorsport came through family members," he explains. "My dad raced bikes and cars and my sister raced cars as well, so the path was already laid out for me.

"My first ever race was in a go-kart at the age of eight years old, I didn't even make it to the start line! I managed to crash, actually flip the go-kart, bend the chassis and we had to go home.

"My first ever car race was in 2005, so we'll call it 16 years and over 20 to 25 different championships I've competed in. My first race in the BTCC was at my home race in Scotland in 2017, and I hadn't done anything like that previously, it was all GT racing and single-seaters. It just blew my mind."

Butcher's career trajectory from that first meeting at Knockhill would carry him through three full seasons in the BTCC, including the sought-after Jack Sears Trophy and an Independents title to bolster the trophy cabinet at home.

The Speedworks Motorsport man has been battling at the front of the British Touring Car Championship

Motul products are vital to the Scotsman's hopes

Butcher has been a winner with the Toyota team

It was all change for 2021, however, with a move to replace the departing Tom Ingram at Speedworks alongside new team-mate, Sam Smelt.

"I made the move to Speedworks Motorsport in 2021. It was a culmination of several decisions. Behind the scenes Motorbase was changing ownership, and at the same time, Tom Ingram was moving on to a different team as well," explains Butcher.

"One door closed and another opened, and I'm really, really pleased to be working with Christian and Amy, Speedworks and Toyota Gazoo Racing UK, it's such a fantastic team and without Motul, we definitely wouldn't be winning races and fighting for a championship."

Butcher's Toyota Corolla GR Sport is a thoroughbred racing machine, however much it might resemble its road-going counterpart. Having Motul's products running through its veins is one factor in enabling the team to compete at the very front of national motorsport, as Butcher details.

"I want to push myself to be the best I can be, and I think having the Motul products inside our engine and gearbox gives me the confidence to push them to their limit and know that they're going to last the race and the season," he commented.

Reflecting on a roller-coaster season so far, Butcher admits that his start to life in the Motul-branded Toyota wasn't as he'd expected it to be but feels both driver and team have worked hard to put the car in a sweeter spot going forward.

"I think it's been a difficult year, I didn't adapt to the Toyota as quickly as I'd have liked, but it's amazing how that's changed in the space of a couple of rounds. The car is in a window where I'm really feeling confident with it, and it showed at Oulton – we nearly got a front row start, and then I won the second race."

Looking ahead to the future, Butcher's chief goal is to emulate brother-in-law Gordon and become a BTCC champion, but he also fancies a go at the world-famous Le Mans 24 Hours in deference to his GT racing background.

"My ultimate goal in motorsport is to become the British Touring Car champion. I've also got a background in GT racing and would love to compete in the Le Mans 24 Hours, it's definitely the pinnacle of sportscar racing and something that I've never done before."

The brace of Corollas tackle the Knockhill sweeps

"Without Motul we would not be fighting for race wins right at the front of the championship"

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BTCC REPORT: SILVERSTONE

IN BRIEF

Garage reverse
The British Touring Car Championship again used reversed pit garages at Silverstone, where the teams were required to face their cars towards the paddock to allow fans a good view of the crews at work.

A fine time
Five of the BTCC's 10 teams were fined £1000 for using incorrect tyres at the previous meeting at Croft. A mix-up in the soft option tyre allocation for each race meant Dan Rowbottom (Team Dynamics Honda), Jason Plato (Power Maxed Racing Vauxhall), Chris Smiley and Jack Butel (Excelr8 Trade Price Cars Hyundai) and Aron Taylor-Smith (Team Hard Cupra)had all used the rubber in the incorrect race.

Butcher's joy
The qualifying shootout ran again at Silverstone where the top 10 after 20 minutes were give an extra 10 minutes on their own to battle for pole. The shootout was topped by Rory Butcher in his Speedworks Motorsport Toyota Corolla. The Scot clocked a lap which was 0,016s faster than the Excelr8 Trade Price Cars Racing Hyundai i30 N of Tom Ingram. Championship chaser Jake Hill (MB Motorsport Ford Focus) was the major casualty, blaming his 66kg of success ballast for his lowly 23rd spot on the grid.

Toyota on charge
The 2013 BTCC title winner Andrew Jordan took part in the race meeting at Silverstone has part of the development programme for the new-for-2022 hybrid systems. He took the Speedworks Motorsport-operated Toyota Corolla to 20th on the grid but started each race from the pitlane so as not to interfere with the title battle in the machine which was also fitted with the new M-Sport engine two-litre turbocharged engine. The car's best result of the weekend was 20th in race two and Jordan set the fastest lap of the race, although it will not count as an official time.

Laser focus
A race one fourth place for Aiden Moffat and third for Ash Sutton in the third race at Silverstone edged the Laser Tools Racing Infiniti squad closer to the BTCC Teams' title, It has a 72-point lead over the BTC Racing Honda crew with six races remaining this term.

Wins for RoBo
Dan Rowbottom took his Team Dynamics Honda Civic to a hat-trick of wins in the Jack Sears Trophy, for drivers who hadn't scored a podium at the start of 2021. The Kidderminster racer has now won the division on 18 occasions. He is 92 points clear of the Motorbase driver Sam Osborne in the standings.

Rowbottom: Three wins

Pressure: Toyota leads race one

Butcher found an easy race-winning habit

SUTTON KEEPS ROLLING AS BUTCHER DOUBLES UP

Toyota stole the headlines, but title favourite banks the big points. By Matt James

Ash Sutton can do no wrong. Even when his car isn't performing the miracles it has previously registered this season, he is able to serenely keep racking up the points and the reigning champion left Silverstone with a 36-point advantage after three strong races.

The National circuit delivered two impressive victories for Rory Butcher in the Speedworks Motorsport Toyota Corolla – enough to keep him hanging on to the coattails of the title chase – and Jake Hill thrust himself to third place in the table after rescuing what could have been a terrible weekend with victory in the reversed-grid race in his MB Motorsport Ford Focus.

Race one
The smart money was on pole position man Butcher to run away and hide in race one. The Scot had topped all of the pre-race free practice running and was saddled with only 9kg of success ballast.

Tom Ingram, alongside in his Excelr8 Motorsport Trade Price Cars Hyundai i30 N, had 39kg while row two featured Aiden Moffat's Laser Tools Racing Infiniti Q50 with 27kg and Josh Cook (BTC Racing Honda Civic Type R) with a hefty 48kg.

However, what Butcher couldn't factor in was a swathe of cement dust right in front of pole position due to a blown-up British Formula 4 car in the race before the BTCC. It was directly in the hatchback's path as he aimed to get the Corolla up to speed and that momentary loss of acceleration was the only invitation that Ingram needed to assert himself going into Copse corner.

"I had to accept that I wasn't going to lead into the first turn," said Butcher, who nevertheless stayed nailed to the bootlid of Ingram's Hyundai over the opening two laps. The move for the lead, when it came, looked like a mighty divebomb from the Japanese machine. Butcher came from a long way back as the pair went into Brooklands.

"I knew I would have the pace to come back," said Butcher. "The car felt amazing on the brakes."

Ingram, for his part, didn't really defend the move but there was a method in his actions. The Excelr8 man said that he had seen a yellow flag going into the left-hander as a result of a lap-one skirmish between Speedworks Motorsport's Sam Smelt and the Team Dynamics Honda of Gordon Shedden.

"I thought Rory pulled off a cracking move, but there were yellows out and so I wasn't going to defend it at all," said Ingram. "I was happy to let him go, and hopefully they will look at that. After that had happened, it was a steady race for me. I kept Rory in sight for as long as I could, and then I was forced into a defence mode for the latter part, but I am pleased with the result."

He wasn't so pleased when his complaints about Butcher's overtaking move fell on deaf ears. The Toyota man was adjudged to have completed the move before the point of any yellow flag, so action was not taken.

The reason Ingram was looking backwards over the closing laps was the increasing pressure being applied by Dan Lloyd's Power Maxed Racing Vauxhall Astra. The Yorkshireman leapt from fifth to third in a boisterous opening lap and then hung on to the place throughout. "I really enjoyed that and it is a tribute to the effort of the team that we have got the car to such a good place here," he said.

Lloyd himself had his mirrors full of Moffat's Infiniti and the trio ran in close company across the 22 laps.

They had a decent enough gap over the next battling trio in fifth, sixth and seventh. Cook, who had fallen victim to Lloyd on lap one, was resisting Colin Turkington's weighty BMW with points leader Sutton in their wheeltracks and closing rapidly over the final few tours. Sutton had made an uncharacteristically bad start, which meant he had to dive ahead of Stephen Jelley's WSR BMW at Becketts on lap four and then demote Dan Rowbottom's Team Dynamics Honda Civic Type R as the cars started lap nine. Once clear, he hunted down Turkington but was never close enough to make a move.

"It was a game of chess," explained Turkington. "There were some parts where I was faster than Cook but I couldn't make a move and he defended well. Then I had to look to Ash behind me and make sure I didn't make any mistakes It was a hard race."

Behind Rowbottom and Jelley, Power Maxed Racing Vauxhall Astra man Jason Plato coped manfully with multiple attacks from Tom Oliphant's WSR BMW 330i M Sport to maintain 10th position to the chequered flag.

Championship challenger Hill, saddled with 66kg of success ballast, was one of the disappointments of the race, He has struggled in qualifying to line up on row 12 and could only bring his Focus home in 21st position.

Race two
With Ingram and Butcher on the front row but carrying 75kg and 66kg, eyes were looking further back down the grid for a potential winner of race two. With 33kg and 27kg respectively, the rear-wheel-drive machines of Turkington and Sutton, in seventh and eighth spots, would certainly fancy their chances in this one.

The pre-written script was thrown out of the window, though, by Butcher. Despite his heavy load, he became only the second driver to win this season when hauling around 75kg.

Butcher's run to victory was trouble-free and error-free, He leapt ahead of Ingram away from the startline and then smiled as he looked in his mirrors.

As Lloyd dropped back through the pack with a dreadful getaway, an epic dogfight exploded behind with Ingram forced to defend for his life from Cook, Moffat, Turkington and Sutton.

Indeed, the only real concerns for Butcher were a couple of safety car period – the first when Nic Hamilton beached his Team Hard Cupra R at Becketts and a more lengthy one when Jade Edwards' BTC Racing Honda needed to be retrieved from the Woodcote gravel trap after she and Shedden made contact on lap 10.

After the green flag flew, Butcher was able to sit at arm's length from the squabbling pack behind. All seemed fine until lap 18, when Cook finally made a move stick on Ingram to give himself clean air in second place. It was an impressive move that took four corners to complete but, by that stage, Butcher was over a second in front.

Cook gradually reeled him in until he was on the Toyota's boot going on to the final tour. A last-gasp desperate lunge to the inside at Brooklands put him on the grass and he outbraked himself, giving Butcher a clear run to the flag.

Butcher was thrilled. "I am amazed with how well the car has handled the big weight we had in that race," he said. "It is in such a good window that it is able to cope with whatever you put in it.

"I could see Josh coming for me and he was chipping away, and I almost lost my rhythm at the end. I had to refocus. I tried to defend the inside into Brooklands on the last lap but he was coming anyway – but too fast."

Cook too paid tribute to the engineering team behind his car given the result with his 39kg aboard. However, his smiles turned to concerns as there were question marks surrounding the ride height of the Honda Civic. It transpired that the BTC machine was too low to the ground and he was kicked out of the results. The squad protested that the car had a broken wishbone, but no mercy was shown.

Ingram was happy too with another podium: "That was a proper BTCC fight with Josh, and something that I hope the viewers and the fans enjoyed as much as I did. There was some wheel-to-wheel stuff and some door-handling, but that is what it is about, isn't it?"

The championship battle played out a fascinating fight behind. Moffat – team-mate to reigning champion Sutton – was stacked up behind Ingram and had Turkington as a constant shadow. The Northern Irishman, in turn, had Sutton right behind him.

Turkington had to box clever as Moffat could have played the team game, but his move to snatch fourth – which would later become third – when it came on lap 23 was the move of a four-time title winner. He got the undercut coming out of Becketts and went to the outside the Infiniti down the Wellington Straight.

The BMW ace braked as late as he dared at Brooklands and managed to secure the inside line for Luffield to finally get the job done. Moffat blended out of the throttle on the run to the line to allow Sutton into fourth. Rowbottom and Chris Smiley (Excelr8 Trade Price Cars Racing Hyundai) were well in touch when the flag fell too.

With the order shuffled up once Cook had been kicked out, the reversed-grid pole went to Lloyd, who would share the front row with Power Maxed Racing team-mate Jason Plato. Hill, who had battled back to ninth in race two, would share the second row with Jelley.

Race three
Plato's start from the front row was not a strong one and that allowed Lloyd to reach Copse first with Hill in his wheeltracks.

These two would set off on a tense private duel and dispute victory between them. Lloyd's half-second buffer at the

Photos: Jakob Ebrey, Mike Hills

Jake Hill coped with the pressure to land a second victory of 2021

Under the radar: Ash Sutton kept a buffer at the top of the points

Two second places helped Ingram's haul

front after four laps soon disappeared and Hill began stalking his prey. Capitalising on the leading Vauxhall's understeer, Hill powered his Focus down the inside of the Astra coming out of Luffield on lap 10, but it took until Copse before the move for the lead was complete.

"I didn't expect a race like that given the weekend we have had," said Hill, who had won a race for the second meeting in a row. "Once I had overtaken Dan I managed to pull out a small gap. But then I made a mistake and he was right back on me. I don't know if he made a small error too, but he seemed to drop away slightly towards the end. It was great racing with him though."

Lloyd, for his part, thought that settling for second was the best option in the circumstances. "Jake just had the pace on me, and I chose not to fight him," he explained. "I still think that was the right decision and we have earned a second place from it."

His attention over the closing stages would have been drawn to the flashes of blue and white in his rear-view mirror of Sutton. The Infiniti man ran in sixth spot initially but sliced his way ahead of Plato, Jelley and Smiley to land third, before chasing down the top two, and he eventually finished just under 1.5s behind. While it might not have been the rostrum-topping performances he has been used to, it helped to cement his pace at the head of the title chase.

Smiley had overtaken Jelley on lap three and then spent the rest of the 22 laps trying to defend from the BMW – the only blip being when Sutton chopped through them both. Fourth place for the Hyundai was a strong result, and Jelley led home Plato and Moffat to round out the top seven.

Turkington's attempt to salvage some points was not helped by a poor opening lap that left him battling to regain ground and he was forced into some robust moves on Ollie Jackson's MB Motorsport Ford Focus and Rowbottom to climb back to an eventual eighth spot. With Hill and Sutton on the rostrum, it wasn't really the sign off the Northern Irishman needed.

Behind him, Rowbottom and Jackson rounded out the top 10. The men with the big weight, Ingram (57kg) and Butcher (75kg), were left scrapping around for the minor points as the big ballast and the competitive midfield meant they were powerless. Ingram landed 12th, one spot ahead of the race one and two winner.

SUPPORT RACES

Titles were decided at Silverstone among the support series on the British Touring Car Championship support bill at Silverstone, with the destination of the Mini Challenge Trophy crown uncertain until the final lap of its season. Two contenders already had their challenges dented ahead of the thrilling finale – reigning Cooper champion Harry Nunn crashed hard into the pitwall in the opener after contact from Joe Wiggin, while Matt Hammond was pushed away from the race-two grid with an isolator issue. That left Louie Capozzoli and Dominic Wheatley as the key players in the finale and they were in the thick of a brilliant four-car lead battle. Tom Ovenden emerged ahead, but fourth was enough for last year's runner-up Wheatley to clinch the title.

Champions were also crowned in the Ginetta GT Academy as it made its first appearance at a BTCC meeting. Toby Trice and Angus Whiteside have been the class of the field and secured their respective GTA and rookie classes a round early. Whiteside made it six overall wins from seven races with two more victories, while former MG racer Martin Wills took his maiden win in the opener.

Elsewhere, it remains far from certain who will finish the Porsche Carrera Cup GB campaign at the top of the standings. Harry King returned to form winning a safety car-disrupted opener after diving ahead of Lorcan Hanafin at Brooklands, while points leader Dan Cammish was fourth. That gave the double champion reversed-grid pole and he narrowly kept Hanafin behind – leaving the pair separated by three points.

Continuing the close theme, Aston Millar's victory in the Ginetta Junior finale marked the category's closest-ever finish. He got a great run out of Woodcote to pass Robert de Haan around the outside and take the flag 0.01 seconds clear. De Haan won the opener, while Will Jenkins took a first victory in race two.

Matias Zagazeta extended his British Formula 4 points lead after winning the first race, but the other two contests were scrappy ones for the leading drivers. Georgi Dimitrov grabbed his second reversed-grid triumph and Joseph Loake avoided the chaos to win race three.

Stephen Lickorish

RACE WINNERS

Mini Challenge Trophy
Race 1: Louie Capozzoli (LDR Performance Tuning); **Race 2:** Charlie Mann (Mann Motorsport); **Race 3:** Tom Ovenden (Excelr8 Motorsport)

Ginetta GT Academy
Race 1: Martin Wills (Assetto Motorsport); **Races 2 & 3:** Angus Whiteside (Want2Race)

Porsche Carrera Cup GB
Race 1: Harry King (Team Parker Racing); **Race 2:** Dan Cammish (Redline Racing)

Ginetta Junior
Race 1: Robert de Haan (Richardson Racing); **Race 2:** Will Jenkins (Elite Motorsport); **Race 3:** Aston Millar (R Racing)

British Formula 4
Race 1: Matias Zagazeta (Argenti Motorsport)
Race 2: Georgi Dimitrov (Arden); **Race 3:** Joseph Loake (JHR Developments)

Capozzoli was a man on the pace in Minis

RESULTS

BTCC
Round 22
Laps: 22 Track: warm and dry

	DRIVER	TEAM/CAR	TIME
1	Rory Butcher (9)	Speedworks Motorsport Toyota Corolla	21m21.142s
2	Tom Ingram (39)	Excelr8 with Trade Price Cars Hyundai i30	+3.262s
3	Dan Lloyd	Laser Tools Racing Vauxhall Astra	+3.666s
4	Aiden Moffat (27)	Laser Tools Racing Infiniti Q50	+4.263s
5	Josh Cook (48)	BTC Racing Honda Civic Type R	+6.674s
6	Colin Turkington (57)	WSR BMW 330i M Sport	+6.929s
7	Ash Sutton (75)	Laser Tools Racing Infiniti Q50	+7.379s
8	Dan Rowbottom	Team Dynamics Honda Civic Type R	+8.113s
9	Stephen Jelley	WSR BMW 330i M Sport	+10.154s
10	Jason Plato	Laser Tools Racing Vauxhall Astra	+10.564s

11 Tom Oliphant (WSR BMW 330i M Sport) +10.757s; 12 Ollie Jackson (MB Motorsport Ford Focus) +16.981s; 13 Chris Smiley (Excelr8 with Trade Price Cars Racing Hyundai i30) +17.270s; 14 Senna Proctor (21) (BTC Racing Honda Civic Type R) +17.621s; 15 Carl Boardley (Laser Tools Racing Infiniti Q50) +18.009s; 16 Sam Osborne (Motorbase Performance Ford Focus) +18.763s; 17 Aron Taylor-Smith (Team Hard Cupra) +19.410s; 18 Jack Butel (Excelr8 with Trade Price Cars Racing Hyundai i30) +19.886s; 19 Jack Goff (Team Hard Cupra R) +23.460s; 20 Tom Chilton (Ciceley Motorsport BMW 330i M Sport +23.822s; 21 Jake Hill (66) (MB Motorsport Ford Focus) +24.904s; 22 Jade Edwards (BTC Racing Honda Civic Type R) +25.239s; 23 Rick Parfitt (Excelr8 with Trade Price Cars Racing Hyundai i30) 26.015s; 24 Nic Hamilton (Team Hard Cupra R) +28.099s; 25 Andrew Jordan (Speedworks Motorsport Toyota Corolla Hybrid) +30593s; R Andy Neate (Motorbase Performance Ford Focus) 2 laps/puncture – damage; R Adam Morgan (15) (Ciceley Motorsport BMW 330i M Sport) 1 lap/accident damage; R Gordon Shedden (33) (Team Dynamics Honda Civic Type R) 0 laps/damaged gearbox; R Sam Smelt (Speedworks Motorsport Toyota Corolla) 0 laps/damage; NS Jack Mitchell (Team Hard Cupra R subframe – broken stud. **Pole position:** Butcher 57.440s (102.81mph). **Winner's average speed:** 101.41mph. **Fastest lap:** Sutton 57.613s (102.50mph) **Lap leaders:** Ingram 1-2; Butcher 3-22 **Brackets =** success ballast

Round 23: 25 laps Track: dry

	DRIVER	TIME
1	Butcher (75)	27m16.006s
EX	Cook (39)	+0.665s
2	Ingram (66)	+3.021s
3	Turkington (33)	+3.162
4	Sutton (27)	+3.456s
5	Moffat (48)	+3.492s
6	Rowbottom (21)	+4.182s
7	Smiley	+4.494s
8	Jelley (15)	+5.550s
9	Hill	+6.706s

10 Plato (9) +7.031s; 11 Lloyd (57) +7.036s; 12 Taylor-Smith +7.796s; 13 Chilton +8.348s; 14 Osborne +9.570s; 15 Goff +9.728s; 16 Butel +10.036s; 17 Morgan +10.166s; 18 Jackson +10.773s; 19 Shedden +11.066s; 20 Jordan +11.621s; 21 Oliphant +13.751s; 22 Mitchell +14.902s; 23 Neate +15.589s; 24 Parfitt +15.754s; 25 Hamilton +24.217s; R Boardley 19 laps/damage; R Proctor 18 laps/broken wishbone; R Smelt 10 laps/alternator; R Edwards 7 laps/accident. **Winner's average speed:** 90.24mph. **Fastest lap:** Jordan 58.038s (101.75mph). **Official fastest lap:** Proctor 58.104s (101.63mph). **Lap leaders:** Butcher 1-25. **Brackets =** success ballast

Round 24: 22 laps Track: dry

	DRIVER	TIME
1	Hill (9)	21m24.184s
2	Lloyd	+0.698s
3	Sutton (39)	+1.444s
4	Smiley (21)	+4.474s
5	Jelley (15)	+4.906s
6	Plato	+5.269s
7	Moffat (33)	+5.476s
8	Turkington (48)	+6.146s
9	Rowbottom (27)	+7.740s
10	Jackson	+8.731s

11 Oliphant +8.938s; 12 Ingram (57) +10.652s; 13 Butcher (75) +11.434s; 14 Taylor-Smith +12.965s; 15 Goff +13.277s; 16 Morgan +13.566s; 17 Proctor +14.111s; 18 Cook (66) +15.390s; 19 Boardley +15.487s; 20 Smelt +16.120s; 21 Shedden +16.273s; 22 Parfitt +20.854s; 23 Butel +21.147s; 24 Edwards +21.405s; 25 Osborne +22.992s; 26 Neate +27.816s; 27 Hamilton +28.265s; 28 Chilton +28.534s; R Mitchell 8 laps/damage; R Jordan 6 laps/technical. **Winner's average speed:** 101.17mph. **Fastest lap:** Hill 57.848s **Lap leaders:** Lloyd 1-9; Hill 10-22. **Brackets =** success ballast

Drivers standings

POS	DRIVER	POINTS
1	Ash Sutton	285
2	Tom Ingram	249
3	Jake Hill	247
4	Colin Turkington	245
5	Josh Cook	222
6	Aiden Moffat	196
7	Rory Butcher	187
8	Senna Proctor	165
9	Gordon Shedden	165
10	Dan Rowbottom	164

11 Adam Morgan 159; 12 Stephen Jelley 155; 13 Jason Plato 139; 14 Tom Oliphant 123; 15 Chris Smiley 122; 16 Dan Lloyd 120; 17 Jack Goff 74; 18 Ollie Jackson 53; 19 Tom Chilton 39; 20 Dan Cammish 30; 21 Carl Boardley 28; 22 Aron Taylor-Smith 27; 23 Sam Osborne 10; 24 Jack Butel 4; 25 Sam Smelt 2; 26 Jade Edwards 1.

Independents Trophy

POS	DRIVER	POINTS
1	Sutton	326
2	Ingram	295
3	Cook	260
4	Moffat	256
5	Morgan	228
6	Rowbottom	223
7	Shedden	214
8	Proctor	212
9	Plato	200
10	Smiley	187

11 Lloyd 184; 12 Goff 147; 13 Chilton 95; 14 Taylor-Smith 94; 15 Boardley 82; 16 Butel 54; 17 Cammish 32; 18 Rick Parfitt 18; 19 Edwards 17; 20 Nic Hamilton 10; 21 Jack Mitchell 8; 22 Nick Halstead 2.

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FEATURE

THE WINS THAT CROWNED

James Roberts looks at 10 of the best as Lewis reaches his century of Formula 1 wins

It's a mark of Lewis Hamilton's quality that he has won a grand prix in each of the 15 seasons he has raced in Formula 1.

Victory number one came in Canada back in 2007 when he was just 22 years old. Last October, it was perhaps ironic that he tied with Michael Schumacher's all-time record of 91 wins at the German's home track, the Nurburgring.

His reward that day was one of Schumacher's helmets gifted to him by young Mick. Just nine more wins later, he's achieved the magic 100 milestone. With so many victories to choose from, it's difficult to pick just a handful, but here in chronological order are our top 10 Lewis Hamilton victories in F1…

1 Canadian Grand Prix 2007

Win number: 1
Grid: 1st
Team: McLaren

Lewis Hamilton's Formula 1 career got off to a brilliant start at the beginning of 2007 when he took five podiums in the first five races of his debut season. After a fraught Monaco race where he applied immense pressure on his McLaren team-mate Fernando Alonso, he had the measure of the Spaniard next time out in Canada.

In just his sixth F1 start, Hamilton had taken his first pole position – out-qualifying Alonso by nearly half a second – and scored his maiden win to wrestle the lead of the World championship away from his illustrious team-mate.

It was a tricky afternoon in Montreal, in which the safety car was deployed four times, including one time for Robert Kubica's horrific accident at the hairpin.

The 22-year-old Hamilton described himself as being on "another planet" after win number one and he would go on to triumph another six times at the Circuit Gilles Villeneuve.

2 British Grand Prix 2008

Win number: 7
Grid: 4th
Team: McLaren

Like his hero Ayrton Senna before him, Hamilton has often cited that growing up racing on British tracks has made him adept in driving in the wet. In 2008, the British summer was unusually dismal and at Silverstone the rain was biblical.

After only qualifying fourth on the grid, Hamilton made a brilliant start to challenge for the lead from his McLaren team-mate Heikki Kovalainen into the first corner. Although he failed to make the move stick, it only took him a few laps to move to the head of the field – where he commanded the rest of the race.

There was only one nervous moment when he slithered off the road in the treacherous conditions. In contrast, many of his rivals couldn't keep their cars pointing in a straight line for much of the contest: Ferrari's Felipe Massa spun five times in the cold and wet conditions.

At the end of 60 laps his nearest challenger, Nick Heidfeld in the BMW-Sauber, was 68 seconds behind.

3 Hungarian Grand Prix 2009

Win number: 10
Grid 4th
Team: McLaren

After winning the World title in 2008, the following year, McLaren was off the pace as the lashed-up Brawn GP team (and Red Bull) stole a march on the opposition following changes to the technical regulations.

When the teams arrived at the Hungaroring for the 10th round of the 2009 season, Hamilton was 11th in the standings with only three points finishes to his name. At a circuit he has always excelled at, he qualified an encouraging fourth in Hungary, made a good start from the dirty side of the grid and was up to third and pressuring Mark Webber, whom he passed on lap five.

He then set off in pursuit of Fernando Alonso's Renault, who was eliminated from contention after a botched pitstop. For once the 2009 McLaren was on song and Hamilton drove to a composed – and long overdue – win.

4 Chinese Grand Prix 2011

Win number: 15
Grid: 3rd
Team: McLaren

The car to have in 2011 was a Red Bull RB7, and in the hands of Sebastian Vettel, it was almost unbeatable. The champion would easily retain his crown and challenges were, at best, intermittent. Hamilton's victory in the third race of the season at the modern Shanghai circuit was only a blip for Red Bull, but is a worthy contender for one of the best drives of his career.

Hamilton started third on the grid, but was up to second behind his McLaren team-mate Jenson Button after Vettel made a poor start from pole. The key to his victory in China was an aggressive three-stop strategy, which meant that he had a lot of passing to do on-track.

The crowd were on their feet for the closing stages as Hamilton hunted down leader Vettel and overtook the Red Bull man with just five laps of the race remaining. It was one of the few defeats that the German suffered in that season.

5 Bahrain Grand Prix 2014

Win number: 24
Grid: 2nd
Team: Mercedes

As former team-mates in karting, the rivalry between Hamilton and Nico Rosberg once again came into the spotlight when they were partnered together again at Mercedes between 2013 and 2016. Their thrilling on-track tussle under the floodlights in Bahrain has gone into F1 folklore and has even been dubbed 'the duel in the desert'.

Hamilton got the jump at the start, beating polesitter Rosberg to the first corner, but it was the last 11 laps, just after a safety car period, where the race came alive.

This was a masterclass in defence from Hamilton. Rosberg made a late-braking move into Turn 1 on lap 52, but the British driver retained the lead.

He continued to repel his nemesis on the next lap, but on lap 54 the pair were wheel-to-wheel from Turns 1 to 4, but Hamilton defended his line perfectly to hold onto the lead and claim victory by a little over a second at the chequered flag.

6 German Grand Prix 2018

Win number: 66
Grid: 14th
Team: Mercedes

A home race can often ramp up the pressure to perform.

As all of Hamilton's 100 grand prix wins have been powered by a Mercedes engine, his races in Germany have come with an added edge.

After running wide over a kerb in qualifying in the 2018 race, Hamilton suffered a hydraulics failure and could only manage 14th on the grid.

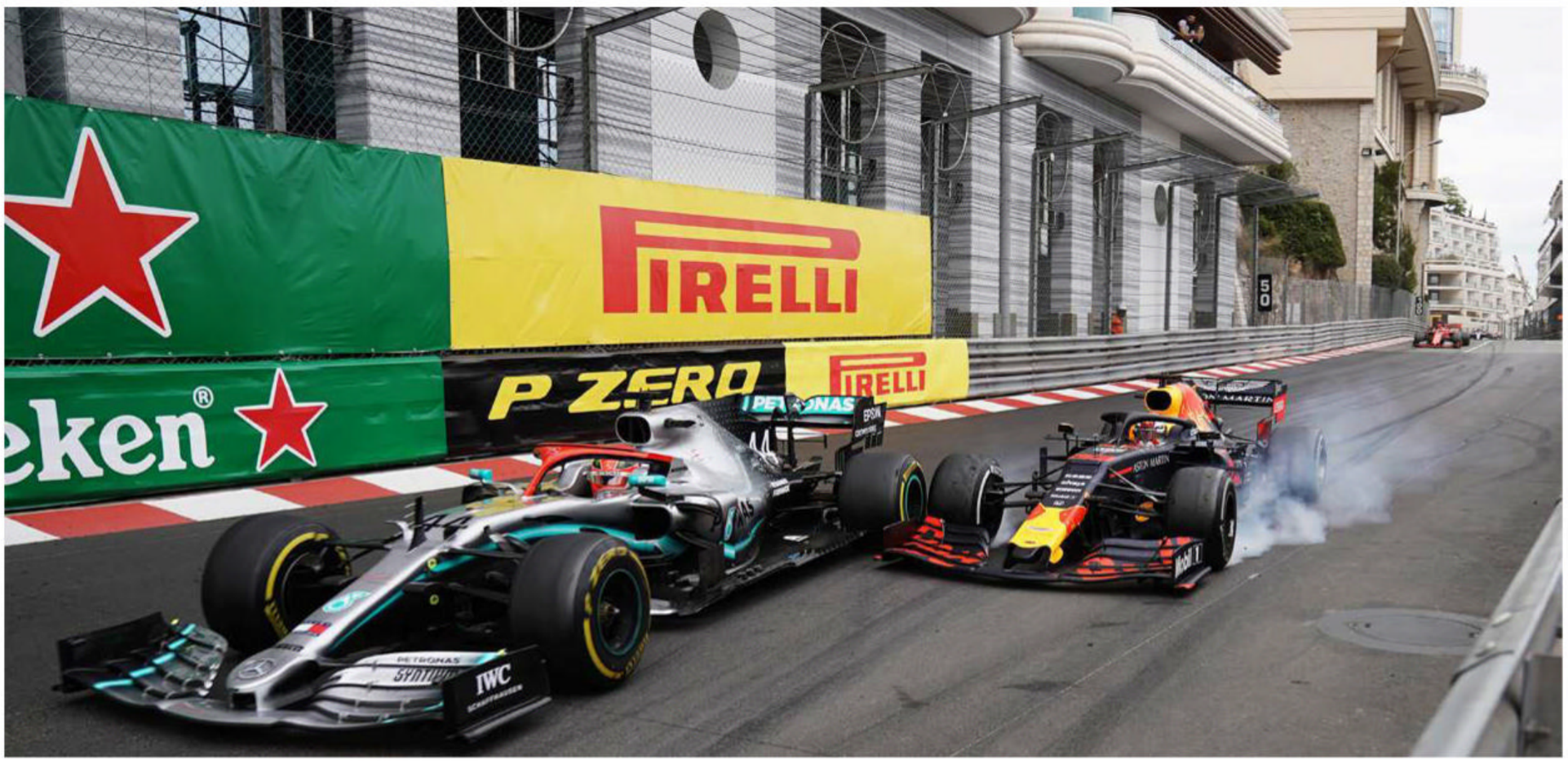
The road was clear for Sebastian Vettel to take a much-sought after first-ever win at Hockenheim, the venue close to where he grew up. But home pressure was to soon catch out the very best.

As Hamilton closed on the front of the field, it started to rain, which only increased his advantage over the opposition. One lap 52, Vettel made a disastrous, unforced error, whereby he crashed out of the lead.

Hamilton made a sudden last-second call to abort a pitstop and found himself in the lead when his team-mate Valtteri Bottas and Ferrari's Kimi Raikkonen stopped for fresh tyres. He held onto what seemed like an improbable victory.

Photos: Motorsport Images

HAMILTON'S SUPREME SKILL



7 Monaco Grand Prix 2019

Win number: 77
Grid: 1st
Team: Mercedes

This was the first grand prix since the death of Mercedes' non-executive chairman Niki Lauda, and Hamilton was determined to win to honour his great friend. The British driver wore a special red helmet in tribute to the legendary World champion.

At the start, Hamilton led away from pole, but on lap 11 behind the safety car, Mercedes put Hamilton on medium compound tyres to run 66 laps to the end of the race. His closest rival, Max Verstappen would be on much harder tyres.

Verstappen hounded Hamilton who had to drive every lap perfectly to deny the Red Bull driver any hope of overtaking, while conserving his own rubber. It is notoriously difficult to pass at Monaco, but Hamilton could not afford a single mistake. Three laps from home, they made contact at the chicane, but the Mercedes man held on.

"With 20 laps left I thought there was no way I was going to make it to the end," said Hamilton. "But with Niki by my side we managed to do it."

8 Hungarian Grand Prix 2019

Win number: 81
Grid: 3rd
Team: Mercedes

Hamilton has always excelled at the Hungaroring, which he has likened in the past to a giant go-kart track. His seventh (of eight) wins in Hungary set the tone for future battles with Max Verstappen's Red Bull, namely a strategic contest, combined with supreme overtaking.

With 14 laps remaining, Hamilton was 15 seconds behind Verstappen, but on much fresher tyres and closing at a rapid pace. The Dutch driver had stopped first, allowing Hamilton into the lead, but he was back behind the Red Bull when he made his own stop.

Both were now on hard tyres, but on lap 48 Mercedes made the call to stop Hamilton again and put him on mediums. Red Bull decided not to respond, fearing losing track position if their stop didn't go entirely smoothly.

Hamilton closed the gap with every lap while Verstappen was struggling with his rubber. It was a thrilling contest. Four laps from the end Hamilton overtook the Dutchman around the outside of Turn 1 to claim a famous win.

9 Turkish Grand Prix 2020

Win number: 94
Grid: 6th
Team: Mercedes

If ever the adage of 'keeping your head, while all those around you are losing theirs' can be attributed to one of Hamilton's winning performances, then it was in Turkey last year.

The Istanbul track was a late addition to a Covid-hit season and a quick re-laying of the Tarmac caused chaos. The cooler temperatures, hardest compound Pirellis – and then the rain – led to one of the most slippery surfaces that F1 has ever raced on. The only man who needed a strong result in last year's Turkish Grand Prix to stop Hamilton winning his seventh world title was Valtteri Bottas. But, he was absolutely nowhere. A spin at the first corner was one of six that afternoon. He finished 14th.

While everyone was spinning like tops, Hamilton looked as if he were dancing on ice. He despatched his rivals in an absolute masterclass and the key was in protecting his wet tyres – that had essentially worn down to slicks as the rain eased. His 94th grand prix victory secured a record-equalling – and emotional – seventh World championship.

10 British Grand Prix 2021

Win number: 99
Grid: 2nd
Team: Mercedes

Although a lot has been written about this race already this year, its significance can't be underestimated.

Throughout Hamilton's career he has spoken of the energy he gets from his loyal followers. Similar to the uplift Nigel Mansell would get driving in front of his home fans, the crowd has a genuine effect on the British driver's performances.

And this race was Mansell-esque in its bravado. In the 1987 British GP, Mansell was delayed at a pitstop. In 2021 Hamilton received a penalty for contact with Max Verstappen at Copse.

In both cases, each man wouldn't give up victory as they over-turned an imposed deficit and hunted down their prey for lap-after-lap. In front of a noisy crowd, they both thrilled the Silverstone grandstands with a late-race pass for victory. (In Mansell's case it was Nelson Piquet, for Hamilton it was Ferrari's Charles Leclerc).

After a period of racing behind closed doors for so long, this was a magical moment whereby Hamilton wanted to return some joy to the spectators. His eighth victory at Silverstone is the most wins for a driver at a single circuit (tied with himself at the Hungaroring and Michael Schumacher at Magny-Cours). ■

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RACING REPORTS

Photos: Hal Ridge

BRITISH RALLYCROSS CHAMPIONSHIP: KNOCKHILL BY HAL RIDGE — SEPTEMBER 25-26

Tohill pounced when O'Donovan slipped up

A victory and a second place in finals boosted Vitols

VITOLS AND TOHILL KEEP THE WINNING HABIT IN SCOTLAND

Title protagonists Roberts Vitols and Derek Tohill kept their hopes of challenging for a maiden British Rallycross Championship crown on track with one victory apiece on a challenging weekend at Knockhill.

It was pre-event points leader Ollie O'Donovan who topped the qualifying order on the opening day of the 5 Nations BRX Scottish encounter. In the final on Saturday, round four, O'Donovan led from pole position and headed a fast-starting Steve Hill on the opening tour. However, with rain falling, 2007 title-winner O'Donovan spun his Ford Fiesta early in proceedings, handing the advantage to Hill.

Meanwhile, opening-round winner Roberts Vitols had been left on the startline as the pack headed for the fast first corner, but once he got his Citroen C4 moving he set a blistering pace, caught those ahead when they took their joker laps then pounced when Hill succumbed to a broken CV joint.

That left Vitols a clear path to victory, where he was flanked at the finish by O'Donovan and Tristan Ovenden, the Supernational champion having qualified on the front row.

Six-time title-winner Julian Godfrey was forced out of the day's proceedings with a blown engine in his Ford Fiesta. Reigning champion Mark Donnelly had a torrid day aboard his LD Motorsports Citroen DS3, which began with a significant fire in free practice and culminated with a misfire due to a broken alternator pully that caused retirement from the final.

Frustrated with the issues, Donnelly subsequently withdrew ahead of the second day, allowing engine-builder Godfrey to swap seats and make his first Citroen DS3 Supercar start in the same machine on Sunday for round five.

Having been in the wars on Saturday, including a heavy self-inflicted spin into the tyre wall in the semi-finals, Tohill hit the ground running on Sunday, He set the pace from the front.

He topped qualifying, fended off an early challenge from O'Donovan for the lead in the final and led throughout to join Vitols on the 2021 two-time winners list. Behind, O'Donovan took an early joker and closed on Godfrey, Ovenden and Vitols ahead, but when Tohill jokered on the fourth tour, O'Donovan had a big moment in the final corner of the standard lap and not only remained behind Tohill, but dropped behind the Citroen duo Ovenden and Vitols too.

Vitols finished second, having started on the second row of the grid following a DNF in Q1 and Q2, with Godfrey third. Latvian driver Vitols is now tied with O'Donovan for the series lead, 10 points ahead of Tohill, after O'Donovan was handed a five-second track limits penalty post-race that dropped him to sixth.

Results

Saturday: Supercar Round Four: 1 Roberts Vitols (Citroen C4) 4m27.719s; 2 Ollie O'Donovan (Ford Fiesta) +4.713; 3 Tristan Ovenden (Citroen DS3); 4 Derek Tohill (Ford Fiesta); 5 Steve Hill (Mitsubishi Lancer Evo); 6 Mark Donnelly (Citroen DS3). **Support Class Round 5:** Supernational: Jason Bleasdale (Vauxhall VX220); Super1600: Craig Lomax (Citroen C1); Junior: Max Langmaid (Suzuki Swift); Swift Sport: Max Weatherley (Suzuki Swift); RX150: Tommi Caldwell (RX150 Buggy); Super Retro: Vince Bristow (BMW E36); Retro: Simon Hart (Ford Escort); BMW Mini: Dave Bellerby (BMW Mini).
Sunday: Supercar Round Five: 1 Tohill 4m22.297s; 2 Vitols +2.112s; 3 Julian Godfrey (Citroen DS3); 4 Hill; 5 Ovenden; 6 O'Donovan.
Support Class Round 6: Supernational: Bleasdale; Super1600: Lomax; Junior: Langmaid; Swift Sport: Weatherley; RX150: Caldwell; Super Retro: Barry Stewart (Porsche 911); Retro: Hart; BMW Mini: Tom Constantine (BMW Mini).

BRITISH HILLCLIMB CHAMPIONSHIP: LOTON PARK BY PAUL LAWRENCE — SEPTEMBER 25-26

RECORDS TUMBLE AS THE BRITISH HILLCLIMB BATTLE SIGNS OFF FOR 2021

The British Hillclimb Championship finished in the same style that it has run all season, when Wallace Menzies took two victories in a ferociously competitive day of sensational hill climbing at Loton Park.

The Shropshire parkland setting was bathed in sunshine for much of the day as the three-month old hill record was not just beaten, it was comprehensively demolished.

Across the day, 15 times were under Sean Gould's mark of 43.18 seconds and it was Menzies who led the charge. The Scot, already secure as champion before the final weekend, put a huge marker down in practice on Saturday by climbing almost a full second inside the record.

That form continued into Sunday when he set a scorching pace in the first class runs to break the 42s barrier. He quickly followed it up with a stunning 41.76s to win the opening run-off. Incredibly, his four main rivals all broke the record but were more than half a second shy of the number one Gould GR59 as Alex Summers, Scott Moran, Sean Gould and Trevor Willis all ran in the mid to high 42s.

Later in the afternoon, as some cloud helped reduce the ambient temperature a little, Menzies did it again. But this time, he really had to dig deep when Summers, on the penultimate run of the season, set a stunning 41.85s to join Menzies in the new and exclusive sub-42s club. Menzies, having overcome a temperature issue after the class run and a stall on the line, then did what he does best and delivered under pressure to edge Summers by just four hundredths of a second to complete an incredible season with his 17th win from 27 rounds. "I saw what Scott had done and I knew Alex would lay it down so I knew I had to push," said Menzies.

Summers had performed mightily and was unfortunate to be edged by such a small margin after finding a massive improvement. He'd resolved a season-long handling issue in the DJ Firestorm and had finally switched over to left-foot braking and was clearly reaping rewards.

Moran, Willis and Gould were all under the old record once more to pack out the top five, with Moran's 42.17s being particularly impressive. In the non-V8 brigade Paul Haimes was truly sensational in his 1300cc turbocharged Gould as he scored yet another pair of top finishes, making 19 from 27 rounds and earning himself seventh place in the overall championship.

David Warburton came out on top in his season-long battle of the 1600s with Eynon Price after the Welshman had a day to forget. He lost a cylinder on the second class run and missed out on the run offs but will carry number 10 next season while Warburton takes number nine.

Results

Round 27: 1 Wallace Menzies (3300cc Gould-Cosworth GR59M) 41.76s; 2 Alex Summers (2650cc DJ-Cosworth Firestorm) 42.55s; 3 Scott Moran (4000cc Gould-Judd GR59J) 42.67s; 4 Sean Gould (4000cc Gould-Judd GR59JB) 42.72s; 5 Trevor Willis (3200cc OMS-RTE 28) 42.83s; 6 Dave Uren (3500cc Gould-NME GR55B) 43.61s; etc.
Round 28: 1 Menzies 41.81s; 2 Summers 41.85s; 3 Moran 42.17s; 4 Willis 42.62s; 5 Gould 43.05s; 6 Uren 44.15s; etc.
Final championship standings: 1 Menzies 211; 2 Summers 197; 3 Gould 175; 4 Moran 159; 5 Willis 125; 6 Uren 98; etc.

Menzies showed his title-winning class at Loton Park

Alex Summers was fractions away from the top time

RACING REPORTS

Photos: Richard Styles

SNETTERTON: MSVR BY RACHEL HARRIS-GARDINER — SEPTEMBER 25

MURPHY MAKES HIS SALOONS BREAKTHROUGH

Murphy (left) worked hard for his first victory by beating Innes's BMW to the line

Simon Hill was once again the king of the Volkswagen GTI encounters

Leaney was F3 winner

The biggest grids and best drama at Snetterton last weekend came from the Northern Saloon & Sportscar championship, where the title had already been decided but bragging rights were still on offer. Cars on track ranged from a Spire prototype to a classic Mini.

Colin Simpson triumphed in the first race in his Marcos Mantis, having taken advantage of the retirement of Jon Woolfitt's rapid Spire, which had gear selection issues from qualifying onwards and retired. Mark De'ath's Subaru got close enough to challenge in the closing laps, but by that time, Simpson's car had sprung an oil leak which helped keep De'ath at bay, but also kept Simpson out of race two. De'ath won that convincingly from Drew Myerscough's Caterham.

Big grids and tense action were also present in the Racing Saloons series. Tom Murphy scored an emotional first career win in race one, hunting down Nigel Innes's BMW M3 in his Sierra Cosworth and finally passing on the last lap. Murphy was also struggling with gear selection and spent the entire second race holding the gear lever in place. He was still second, albeit over half a minute behind a charging Innes. Behind them, it was a battle of the BMW M4s, with Chris Murphy and Callum Bates claiming a third place each.

Murphy won the second Z Cars race outright, although Edd Giddings took the championship with a win and a third place. Giddings was the quickest driver on the track by some way but lost time in race two. He was bothered by a noise from his car and visited the pits to sort it on the first lap; a loose window was the culprit. Callum Bates was second, behind Murphy as in race one.

Simon Hill (VW Golf) wrapped up the Production GTI championship with a first-race win, taking the lead in the opening corners from fourth on the grid. He followed this up with another win in race two, although Henry Riley was very close behind in another Golf in what was a very tight race, with successive fastest laps coming from all over the grid.

A somewhat depleted grid contested the championship-deciding F3 Cup races, with Stefano Leaney taking the title with one race to go. Leaney's Dallara F317 was never really seriously challenged, although the warm track proved a little tricky. George Line took all three Cup class wins and the Cup championship.

RACE WINNERS

F3 Cup
Race 1, 2 & 3: Stefano Leaney (Dallara F317)

Racing Saloons/Production Golf & BMW Championship
Race 1: Tom Murphy (Ford Sierra Cosworth);
Race 2: Nigel Innes (BMW M3)

Production GTI Championship
Race 1 & 2: Simon Hill (Volkswagen Golf)

Z Cars/New Generation Production BMW Championship
Race 1: Edd Giddings (BMW Z4);
Race 2: Chris Murphy (BMW Z4)

Northern Saloon & Sports Car Championship
Race 1: Colin Simpson (Marcos Mantis);
Race 2: Mark De'ath (Subaru Impreza)

KIRKISTOWN: 500MRCI BY RICHARD YOUNG — SEPTEMBER 25

McCULLOUGH CHARGES FROM THE BACK TO LIFT THE MARTIN DONNELLY TROPHY IN SHOWDOWN

The McCullough name has appeared on Kirkistown's Martin Donnelly Trophy no fewer than six times since it was first contested back in 2006.

For the last three years it has been won by David McCullough, but on Saturday it was older brother Ivor – the man who won it in its very first year – who did it again. This time, though, he did it the hard way – from the back of the grid.

He missed out on Friday's qualifying and so he lined up for both Saturday's FF1600 races on the back row. Up front, a quality field headed by NI points leader Jordan Dempsey and defending champion David McCullough looked set to slug it out, with Alan Davidson, Dave Parks, Brandon McCaughan hot on their heels.

Dempsey duly won the first race, but Ivor McCullough showed his determination by working through the field to eventually pass brother David for second place a couple of laps from the flag, with McCaughan third and the best Pre-90 machine.

But race two, with the Martin Donnelly Trophy at stake and former Lotus F1 pilot Martin, son of the man the accolade is named after, in attendance, things became a lot more tasty.

Ivor McCullough started on the back row, while at the head of the field the familiar dogfight began again with the fast-starting Davidson, Dempsey and David McCullough all involved along with Formula Ford returnee Darwin Smith.

Dempsey and David McCullough initially tangled on the run down to Colonial, while Davidson (assisted by persons unknown) executed a perfect 360-degree spin at the flat-in-top Debtors Dip before continuing at unabated pace. All the while, Ivor McCullough continued to pass people.

Photo: Roy Dempster

Ivor McCullough had to do masses of overtaking to win the coveted Donnelly award

The lead group reformed, with David Parks in front of the recovering Davidson and Dempsey, but within a couple of laps they had been joined by Ivor McCullough, who then proceeded to nibble away at them all, eventually leading at the finish.

A large field of Formula Vee drivers turned out for their races, both of which fell to Class B star Jordan Kelly. He simply ran away from them all twice, followed home both times by Tim Murray and Anthony Cross.

Two of the three Irish Legends encounters went to teenager Jamie Moylan, the third to the older Geoff Richardson, while Shane Murphy headed home a trio of Seat Leons in both the saloon races.

In Formula Sheane Philip Sheane and Richard Kearney took a win apiece, while the Fiesta wins went to Paul Stewart in race one and Collie Barrable in race two. Jim Larkham scored his usual brace of victories for Radical in Roadsports.

RACE WINNERS

FF1600
Race 1: Jordan Dempsey (Van Diemen RF99); **Race 2: (Martin Donnelly Trophy):** Ivor McCullough (Van Diemen RF01)

Formula Vee
Races 1 & 2: Jordan Kelly (Sheane FV97)

Legends
Races 1 & 3: Jamie Moylan; **Race 2:** Geoff Richardson

Libre Saloons
Races 1 & 2: Shane Murphy (Seat Leon)

Roadsports
Races 1 & 2: Jim Larkham (Radical PR06)

Formula Sheane
Race 1: Philip Sheane; **Race 2:** Richard Kearney

Fiesta Zetec
Race 1: Paul Stewart; **Race 2:** Colm Barrable

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RACING REPORTS

Photos: Mick Walker

DONINGTON PARK: BRSCC BY STEVE WHITFIELD — SEPTEMBER 25-26

FISHER DOES THE DOUBLE IN INTENSE MAZDA FIGHT

Sebastian Fisher (81) prevailed twice after some thrilling Mazda MX-5 battles

Race three winner Rob Smith was a maiden victor and pushed out his points lead

Sebastian Fisher ended a long wait for his maiden car racing win with a double triumph at Donington Park in the British Racing and Sports Car Club's Mazda MX-5 championship during a weekend of high drama.

Fisher lost ground early in the opening encounter after bouncing over the kerbs at the Fogarty Esses, as Oliver Allwood climbed from fifth on the grid to battle chief title rival Jack Brewer at the front. Contact between the pair at Redgate allowed the recovering Fisher to close in, with Allwood coming out on top in a three-wide battle to lead into the chicane.

Brewer snatched the advantage at Melbourne hairpin on the penultimate lap but was then spun around by Allwood on the final tour at Redgate, allowing Fisher through to take his first ever victory. Luke Pullen was promoted to second after Brian Trott was handed a 10-second time penalty. Following their collision, Allwood and Brewer came home in third and 10th respectively, with the former handed a 10-place grid penalty for race two.

That was won again by Fisher, while Callum Greatrex took second on the final lap after Brewer and Allwood ran wide at Fogarty's, the latter snatching third from his rival at the last corner. Fisher recovered to fourth in the final contest after contact at the hairpin, while Allwood took victory after receiving help from AB Motorsport team-mate Fraser Fenwick to pass rival Brewer, who had to settle for third but retained a slender points lead.

Jenson Brickley gained a crucial advantage in the Fiesta Junior championship despite another clash with fierce rival Deegan Fairclough. The pair banged doors at the start of race one into Redgate and went side-by-side again next time through, with Fairclough spinning down the order before pulling into the pits late on, as Brickley took the spoils. Fairclough dropped to the back of the field from pole in race two after failing to fully release the handbrake at the start. Brickley led throughout, but a 5s time penalty for exceeding track limits handed a maiden victory to close pursuer James Wallis. After taking second, Brickley further extended his points lead over Fairclough, who lost third due to 15s track limits penalty.

Simon Horrobin took a double Fiesta Sr victory, denying Alistair Kellett on the last lap in race one before pipping Rob Smith on the final tour in the second encounter. An issue denied John Cooper on the final lap of race three, allowing Smith to score a maiden win and extend his points lead over David Nye.

Mikey Doble took his first win in the BMW Compact Cup after a gearbox issue denied Steven Dailly at the final corner. Doble triumphed again in race two, as Dailly sealed his fifth crown after recovering from the back of the field to finish third.

Doble was a double victor among the Compact BMW

RACE WINNERS

Clubsport Trophy
David Shea/Malcolm Edeson (BMW Compact)

Fiesta Championship
Races 1 & 2: Simon Horrobin; **Race 3:** Rob Smith

Fiesta Junior
Race 1: Jenson Brickley; **Race 2:** James Wallis

Mazda MX-5 Championship
Races 1 & 2: Sebastian Fisher; **Race 3:** Oliver Allwood

Mazda MX-5 Clubman
Race 1: Matthew Bankhurst; **Race 2:** Jay Shepherd

Mazda MX-5 Supercup
Races 1 & 2: Samuel Smith; **Race 3:** Adam Bessell

British Superkart Grand Prix
Heat 1: Lee Harpham (MS Kart); **Heat 2:** Liam Morley (Anderson CSK); **Final:** Harpham

BMW Compact Cup
Races 1 & 2: Mikey Doble

Welsh Sports and Saloon Cars
Races 1 & 2: Jason Davies (Ford Sierra Cosworth)

Zeo Prototype Cup
Race 1: Charles Hall (Chiron CN2); **Race 2:** Mike Jenvey-Gunn TS6)

ANGLESEY: CSCC BY GRAHAM KEILLOH — SEPTEMBER 25-26

DAY-AND-NIGHT FORTUNES IN DRAMATIC CLASSIC SPORTS CAR CLUB MEETING AT ANGLESEY

Tim Davis won the opening Magnificent Sevens race in his Caterham after long-time leader John Cutmore slowed in his Spire with head gasket problems.

For race two Cutmore put three litres of water in and said he would drive it until it broke, and he charged through sensationally from starting 31st to win with Davis second.

David Harvey in his Lotus 340R led all the way in both the New Millennium, Turbo Tin Tops and Open Series races. In the first contest he was followed home by Mark Smith who had fellow BMW M3 runner Dominic Malone closing on him. In race two Smith lost out in the pitstops to Malone who finished second on the road, though both then lost a place with post-hoc penalties.

In the opening Swinging Sixties race, Dean Halsey in his Datsun took a first-ever win. Halsey led early but was passed by Jamie Keevill's Lotus Elan, only for Keevill to lose out in the pitstops.

Halsey led again in race two but retired at half distance. Stephen Pickering in his Sunbeam Tiger won, chased hard by Keevill who finished under two seconds shy.

Stuart Daburn led all of the opening Modern Classics & Future Classics race in his TVR Tuscan Challenge, then didn't take part in race two. In that one, Matt Holben won on the road in his Tuscan but got a pitstop-infringement penalty, promoting Tony and Aston Blake's fellow Tuscan to victory after a fantastic drive from the back of the grid.

Jamie Boot in his TVR Griffith in the opening Classic K race also lost victory with a pitstop-infringement penalty, which handed first to Mel Taylor's Lotus Elan. Boot got some recompense by winning race two the next day.

Tom Mensley's Renault Clio won both Tin Tops & Puma Cup races. The first was straightforward when the Chris and Jon Warburton Volkswagen Golf dropped back after exerting early pressure.

Adam Brown, after his Ford Fiesta's engine lost oil pressure and he missed Tin Tops & Puma Cup's race one, rushed home and returned with John Hammersley's Vauxhall Astra which Brown had won in at Snetterton last month, and with it in Anglesey's race two rose to finish second in a superb drive.

In Saturday evening's night races Brian Saunders and David Burke led all of the classic contest in their Porsche RSR while Colin Watson pipped Carl Exton and John Byrne in a modern-race Caterham battle.

Photo: Steve Jones

Davis (80) and Cutmore shared Magnificent Seven wins

RACE WINNERS

Swinging Sixties
Race 1: Dean Halsey (Datsun 240Z); **Race 2:** Stephen Pickering (Sunbeam Tiger)

Modern Classics & Future Classics
Race 1: Stuart Daburn (TVR Tuscan Challenge); **Race 2:** Tony Blake/Aston Blake (TVR Tuscan Challenge)

Tin Tops & Puma Cup
Races 1 & 2: Tom Mensley (Renault Clio Cup 172)

CSCC Night Race
Race 1 (Classic): Brian Saunders/David Burke (Porsche RSR); **Race 2 (Modern):** Colin Watson (Caterham C400)

Magnificent Sevens
Race 1: Tim Davis (Caterham C400); **Race 2:** John Cutmore (Spire RB7)

New Millennium/Turbo Tin Tops/Open Series
Races 1 & 2: David Harvey (Lotus 340R)

Classic K
Race 1: Mel Taylor (Lotus Elan S1 GTS); **Race 2:** Jamie Boot (TVR Griffith)

WHAT'S ON

YOUTUBE

The redoubtable Jochen Mass is 75 years young today (Thursday). And few can match his motorsport passion. He is a Le Mans and Formula 1 winner, and was a frontrunner in Group C monsters for a decade with Porsche and Mercedes. But that wasn't enough for him as to this day he's a fixture in historic racing, most recently at the Goodwood Revival just passed.

YouTube as you'd imagine has plenty of Mass-related footage for us, but one video that took our fancy was of him aboard a 911 at Daytona.

We watch from behind Mass's right ear as he pushes his Porsche through Daytona's many challenges: on and off the banking; sawing the wheel and balancing the car through the turns; slipstreaming with opponents. It's fair to say the old boy still has it.

The soundtrack is provided by the 911's three-litre growl and you can even see the view through Mass's rear-view mirrors.

Look out in particular for him leaving the banking on the brakes for turn one, calming the car one handed on the uneven surface.

You can watch five minutes of this at: youtube.com/watch?v=fXXJLR894yo or by searching for 'Jochen Mass Onboard 911 IROC Porsche at Daytona International Speedway'.

Graham Keilloh

Mass: 'Herman ze German' is celebrated

TV GUIDE

The Japanese Grand Prix is one that attracts drama, and Sky Sports F1 as a treat this Sunday takes us on a tour of some of the most memorable events. It starts at 1100hrs with highlights of Alain Prost and Ayrton Senna's 1988 tete-a-tete then of their rancorous 1989 version. We then have the best of the soaking 1994 race, and the lump-in-my-throat 1996 finale…

There's then the Michael Schumacher v Mika Hakkinen title showdowns from 1998 and 2000, both shown in full. And we end with the very special 2005 Japanese race, again in full and starting at 2045hrs.

The World Rally Championship has its own classic this weekend, Rally Finland, and BT Sport rounds up the best of each day. Day one's is on Friday at 2300hrs-2330hrs on BT Sport 3; day two's is on Saturday at 2230hrs-2300hrs on BT Sport 3 while the final day's best is 2200hrs-2230hrs again on BT Sport 2. All three get repeated.

Quiz: what happens next? Tune in to find out

Eurosport 1 also has the best of the latest European Rally Championship counter, the Rally Serras de Fafe e Felguerias, with day one's highlights on Saturday at 2200hrs-2230hrs and a review of the whole thing shown at the same time on Sunday.

Graham Keilloh

LIVE TV

WORLD RALLY CHAMPIONSHIP RALLY FINLAND
SS1: Friday, 1130hrs-1230hrs, BT Sport 3
SS4: Friday, 1500hrs-1600hrs, BT Sport 3
SS9: Saturday, 0830hrs-0930hrs, BT Sport/ESPN
SS13: Saturday, 1530hrs-1630hrs, BT Sport/ESPN
SS17: Sunday, 0730hrs-0830hrs, BT Sport 1
SS19/ Powerstage: Sunday, 1100hrs-1230hrs, BT Sport/ESPN

DTM HOCKENHEIM
Qualifying 1: Saturday, 0915hrs-1000hrs, BT Sport/ESPN
Race 1: Saturday, 1215hrs-1400hrs, BT Sport/ESPN
Qualifying 2: Sunday, 0930hrs-1015hrs, BT Sport 2
Race 2: Sunday, 1215hrs-1400hrs, BT Sport x3

DTM TROPHY HOCKENHEIM
Race 1: Saturday, 1400hrs-1500hrs, BT Sport/ESPN
Race 2: Sunday, 1400hrs-1500hrs, BT Sport x3

NASCAR TALLADEGA
Race: Sunday, 1830hrs-2330hrs, Premier Sports 2

LISTINGS

FRIDAY-SATURDAY
Oulton Park, Cheshire
MSVR meeting: Ferrari Challenge, Ferrari Classic **Starts** Friday, racing from 1500hrs (practice from 0900hrs) Saturday, racing from 1000hrs **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000

SATURDAY
Castle Combe, Wilts
Autumn Classic: VSCC, Jaguars, Frazer Nashes, FISCAR, 500cc F3, GTSCC **Starts** racing from 1245hrs (qualifying from 0830hrs) **Admission** adult £25, under 16 free **Web** castlecombecircuit.co.uk
Silverstone, Northants
ECR Super Sprint meeting: Equipe GTS, Equipe Pre '63, Equipe 50s, Equipe Libre **Starts** competition from 0900hrs **Admission** £14 **Web** silverstone.co.uk

SATURDAY-SUNDAY
Snetterton, Norfolk
MSVR meeting: GT Cup, Porsche Club, Trackday Trophy, Trackday Championship, Sports 2000, Monoposto, Heritage FF1600 **Starts** Saturday, racing from tba (qualifying from 0900hrs) Sunday, racing from tba (qualifying from 0900hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000

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ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!

MGs attack the Agonstini hairpin, photo from Sam Nudd

David Harbey enjoyed British GT

Minis everywhere! By Robert Taylor

BTCC at Croft, from Dean Chilvers

Historic F1 testing, from Rich Cranston

NEXT WEEK — OUT THURSDAY, OCTOBER 7

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READERS' Q&A: **ROBB GRAVETT**

The tin-top king tackles the Motorsport News readers' questions

WHO WILL BE THE FINEST IN FINLAND?

The latest from the WRC's epic showdown

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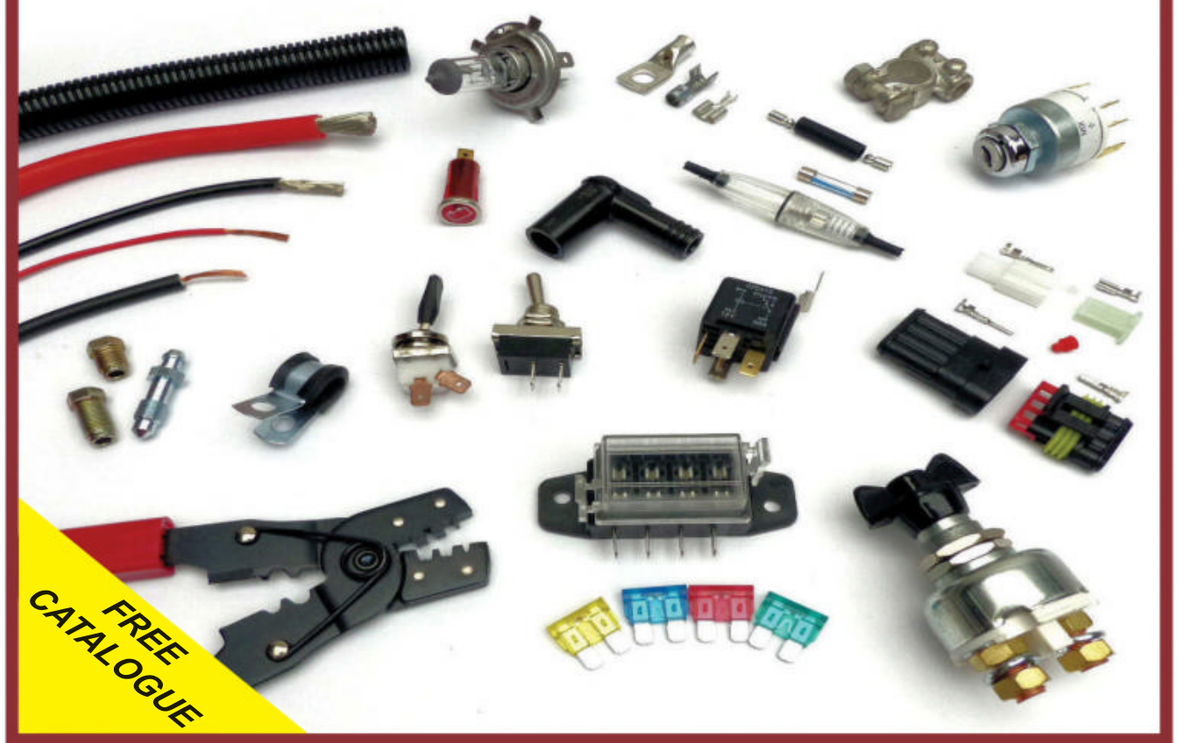

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1973, 7104 miles, £37,500. Elan Sprint DHC. This genuine Sprint was extensively rebuilt in 2007 with a new chassis, rebuilt engine and a number of upgrades to take it to a fast road/ track day car specification. The car is supplied with a massive history folder, which includes invoice history for the restoration. Please call 01234750205, East of England. (T)
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1977, £29,995. Tuned 998cc. Other upgrades include, lightened flywheel and conrods, modified distributor, 4 Pot front calipers, 100 mph speedo, 3 clock dash, Twin 11/4 modified SU's, and Vortz air box. It is a rare Mini with very interesting history. Owned originally by the Vrotsos family. In Red with Black roof. Recent full body respray with new seats front and rear fitted. Great fun!. Please call 01636 812700, East Midlands. (T)
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1986, £32,500. Plus 8 Race Car. Built to Class B (now J) Morgan Challenge Regulations. This well known, reliable car has been driven by Andy Green for the last 20 years in over 200 races. She is a front running car with many class wins, lap records and twice Class B Championship winner. Last raced at VSCC Spring Start 2019 Silverstone Nat (class record) lap time 1-04-78. Spa Summer Classic 2015 lap time 2-53 Class B winner. Completely rebuilt on new chassis in 2010. Please call 01189 831200, South East. (T)
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